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Wealth abounds where the forces of nature are supreme.

CAPE BRETON CANADA

at the

Beginning of the . . . Twentieth Century.

A Treatise of

Natural Resources and Development.

NATION BUILDING SERIES.

—BY—

C. W. VERNON.

12-4-64
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TORONTO:
NATION PUBLISHING CO.
1903.

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INTRODUCTION.

T THE beginning of this twentieth century the eyes of the world have been directed towards Cape Breton, as a result of the important developments which have taken place in the coal, iron and steel industries at and in the vicinity of the Sydneys. Not only from an industrial, but from many other points of view, is the island worthy of careful study.

Situated at the extreme outpost of the American continent, Cape Breton has the heritage of a history of absorbing interest, indissolubly connected, as it is, with the triumph of British arms in the New World and the gradual growth of the Great Dominion. Vestiges still remaining bear witness to its early struggles and its wars. Louisburg, no less than the Plains of Abraham, must forever figure in the story of that heroic struggle which resulted in the establishment of Anglo-Saxon supremacy in North America.

Since the final overthrow of French dominion, Cape Breton has enjoyed a period of profound peace, during which its hardy people have tilled the soil, followed the sea, and delved the mine, acquiring many noble and enduring qualities in the stern school of toil and hardship.

Its enormous deposits of coal constitute Cape Breton's best possession. Mined and exported with profit for years, their full value was not realized until the formation of the Dominion Coal Company led to the present great and increasing output. With coal at tidewater, and limestone in abundance, it needed only the discovery of the easily-mined and cheaply-shipped iron ore of Bell Island, Newfoundland, to make Cape Breton the seat of a prosperous iron and steel-making industry. The chief iron-producing districts of this continent are far inland; hence the industry is burdened by arbitrary and heavy freight charges. Water transportation, the natural highway of commerce, solves forever the question of freights, inasmuch as it is open to universal competition. Herein is Cape Breton's supremacy. This is the impregnable position which insures the prosperity and the greatness of its commercial life. As its industries flourish, its commerce must increase. Cape Breton has, in these stirring times, begun a new warfare. It is not to devastate and to destroy, but to create and build up. To-day the greatest bravery is shown, not by armies in deadly conflict, but by the heroic and invincible hosts of labor in the fields of peace. Cape Breton, so long untouched by the onward march of commercial progress, is now alive with productive activities, and its own people, as well as hundreds

who have come to its favored shores, are beginning to reap the fruits of its prosperity. Furthermore, Cape Breton, already famous for the beauty of its scenery of sea and mountain, lake and hill, deserves that the brightness of its skies, the invigorating properties of its pure air, the splendor of its crystal waters, and the loveliness of its landscapes should be still more widely known and appreciated.

The object of this book, therefore, is to set forth briefly the history of the island, to tell the story of its industrial development, and to describe its present condition, its resources and prospects, its busy towns and charming country districts, its glorious hills and its limpid rivers and lakes. To this end the publishers have spared no expense and no labor in the preparation of the illustrations; and the author has endeavored, while striving to avoid exaggeration, to make the book as widely interesting as possible.

In the preparation of a work so comprehensive in character, it is necessary that outside sources should be widely drawn upon. The author especially desires to acknowledge his indebtedness to the excellent works on the history of the island by the late Richard Brown, F.G. S., and the late Sir John Bourinot, to Mr. Richard Brown's "History of the Coal Trade in Cape Breton," to Dawson's "Acadian Geology," to Gilpin's "Ores of Nova Scotia," to blue-books of the Dominion and Provincial Governments, to Bell's "Mining Manual," to special editions of the Toronto Globe, Montreal Star, Morning Chronicle (Halifax), and Halifax Herald; to an exceedingly able article on "Steel Making in Cape Breton," by E. W. Hanna, M.E., which appeared in the Cape Breton Magazine; and finally, to a host of friends who, by letter and word of mouth, and by the loan of books, pictures and manuscripts, supplied much interesting information and many valuable suggestions.

C. W. VERNON.

North Sydney, November, 1902.

PART I.

GEOGRAPHY, GEOLOGY, NATURAL HISTORY.

CHAPTER I.

PHYSICAL GEOGRAPHY OF THE ISLAND.

SITUATION OF THE ISLAND—BOUNDARIES—SIZE—COAST WATERS—CAPES—ISLANDS—THE BRAS D'OR LAKES—MOUNTAINS AND HILLS—LAKES—RIVERS.

HE Island of Cape Breton lies between the parallels of 45° 27′ and 47° 3′ north latitude, and between 59° 47′ and 61° 32′ west longitude. It forms part of the Province of Nova Scotia, being separated from the mainland by the narrow Strait of Canso, is the most easterly extremity of the Dominion, and has been aptly described as "the front door of Canada." The island, which is very irregular in shape, is bounded on the northeast, southeast and southwest by the waters of the Atlantic, and on the northwest and west by the Gulf of St. Lawrence, St. George's Bay and the Strait of Canso. The island is not large, its total area being only 3,704 square miles, its extreme length one hundred and ten miles, and its extreme width eighty-seven miles.

The coast of the island is of a varied and generally picturesque character. It is indented by bays and inlets, and has a number of excellent harbors, of which the most important are those of Sydney and Louisburg. The inlets are: on the north, Bay St. Lawrence; on the northeast, Aspy Bay, Neil's Harbor, North and South Bay, Ingonish, St. Ann's Bay, the Great and Little Entrances of the Bras d'Or Lakes, Sydney Harbor, Lingan Bay, Little Glace Bay, Cow Bay, Mira Bay; on the southeast, Louisburg Harbor, Gabarus Bay, Fourchu Bay, St. Peter's Bay, Rocky Bay and Lennox Passage. On the northwest the inlets are small, and generally of little practical value. The chief are Port Hood Harbor, the mouth of the Mabou River, Broad Cove, the mouth of the Margaree River, and Cheticamp Harbor.

The principal capes and promontories are: on the north, Cape St. Lawrence and Cape North; on the northeast, White Point, Cape Egmont, Green Point, Middle Head, Enfumé or Smoky, Cape Dauphin, Point Aconi, Cranberry Head, North Head, Burnt Head, Cape Percy and South Head; on the south

east and south, Cape Breton, Gabarus Point, Point Micheau, Cape Rouge and Cape Ronde; on the northwest, Cape Linzee, Cape Mabou and White Cape.

There are a number of small islands around the coast. The chief of these are: St. Paul's, a rocky island about fifteen miles to the northeast of Cape North, and the scene of many a shipwreck; the beautiful little Ingonish island; the long and fertile island of Boularderie, which lies between the great and little entrances of the Bras d'Or; Scatarie Island, north of Cape Breton; the beautiful Isle Madame, on which is situated Arichat, the capital of Richmond County; Janvrin's Island, near Isle Madame; Smith's Island, off Port Hood, and Chéticamp Island.

The most interesting physical feature of Cape Breton is the extensive and lovely inland sea, known as the Bras d'Or Lakes. These lakes extend in many directions through the heart of the island, and occupy an area of no less than four hundred and fifty square miles. There are really two lakes, called respectively the Great and Little Bras d'Or, which are connected by the narrow Strait of Barra, now spanned by the Grand Narrows bridge. The Great Bras d'Or is connected with the sea by St. Peter's canal, while the Little Bras d'Or is connected with the Atlantic by the great and little entrances. The lakes therefore form a magnificent waterway between different parts of the island. Various ramifications of the Great Bras d'Or are known as East Bay, West Bay and Denys' Basin. The chief islands in the Great Bras d'Or are Eskasoni, Smith's, and Chapel Island, where the Indians yearly celebrate the feast of St. Anne. The principal islands of the Little Bras d'Or are Boularderie and Long Island. To the west the Little Bras d'Or extends by St. Patrick's Channel and the Little Narrows into the beautiful Bay of Whycocomagh.

The island of Cape Breton is hilly, though none of its mountains attain to very great height. In the northern part of the island a vast table-land, elevated in some places to more than 1,000 feet above the sea, stretches from St. Ann's and Margaree to Cape North. The loftiest peak is Franey's Chimney, 1,392 feet above the sea, situated at the back of Ingonish. Other bold and lofty peaks are Cape North, the Sugar Loaf and Smoky. The interior of this table-land is rocky, and is covered with stunted spruce and fir. It is still inhabited by the moose and caribou and the brown bear, though their numbers are rapidly on the decrease. The coast of this part of the island consists of tall rocky cliffs intersected by deep gorges, through which mountain brooks find their way to the sea. Ranges of hills extend from this table-land, from St. Ann's to Big Baddeck, from the source of the east branch of the Margaree to Whycocomagh, and from the Margaree to Mabou. The country between St. George's Bay and Whycocomagh consists principally of an extensive range of hills. Upon the peninsula between St. Ann's Harbor and Bay and the great entrance of the Bras d'Or is the lofty range known as St. Ann's Mountain.

Point Tupper, Intercolonial Railway Landing, and Harbor of Hawkesbury, Strait of Canso.

The southeastern division of the island is comparatively flat. A range of hills runs near the shore of the Little Bras d'Or from Long Island to the Strait of Barra, and ranges run along each shore of East Bay. The land on the southeastern coast line is generally low, and rises gradually toward the interior. On this section of the coast there are occasional cliffs of clay and gravel, and frequently small lakes separated from the sea by barriers of shingle and sand. The sea coasts of Victoria and Inverness Counties are far bolder and more picturesque than those of Richmond and Cape Breton.

The island has a number of fresh water lakes, some of them of fair size, the largest being Lake Ainslie, about twelve miles long and five wide, located in Inverness County; and Loch Lomond, about eight miles in length, partly in Richmond and partly in Cape Breton County.

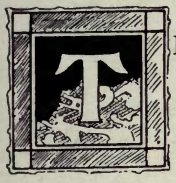
The rivers of Cape Breton are small, but are noted for their beautiful scenery and the excellent fishing they afford. The Denys, called after the famous Nicholas Denys, the Wagamatcook or Middle River, and the Baddeck River, all flow into the Bras d'Or Lakes. The Mira, noted for its scenery, flows into the bay of the same name. The Grand River rises in Loch Lomond, and makes its way by a zigzag course to the ocean. In Inverness County there are the Cheticamp, the Margaree with its two principal branches, both noted for their fine salmon fishing, and the Mabou. River Inhabitants rises in Inverness County and flows through the western part of Richmond County to the sea.

From its physical formation it will be seen that Cape Breton offers to the visitor a variety of natural charms, of hill and vale, of river and lake, of wild rock-bound coast and fertile inland fields.

CHAPTER II.

GEOLOGY AND NATURAL HISTORY.

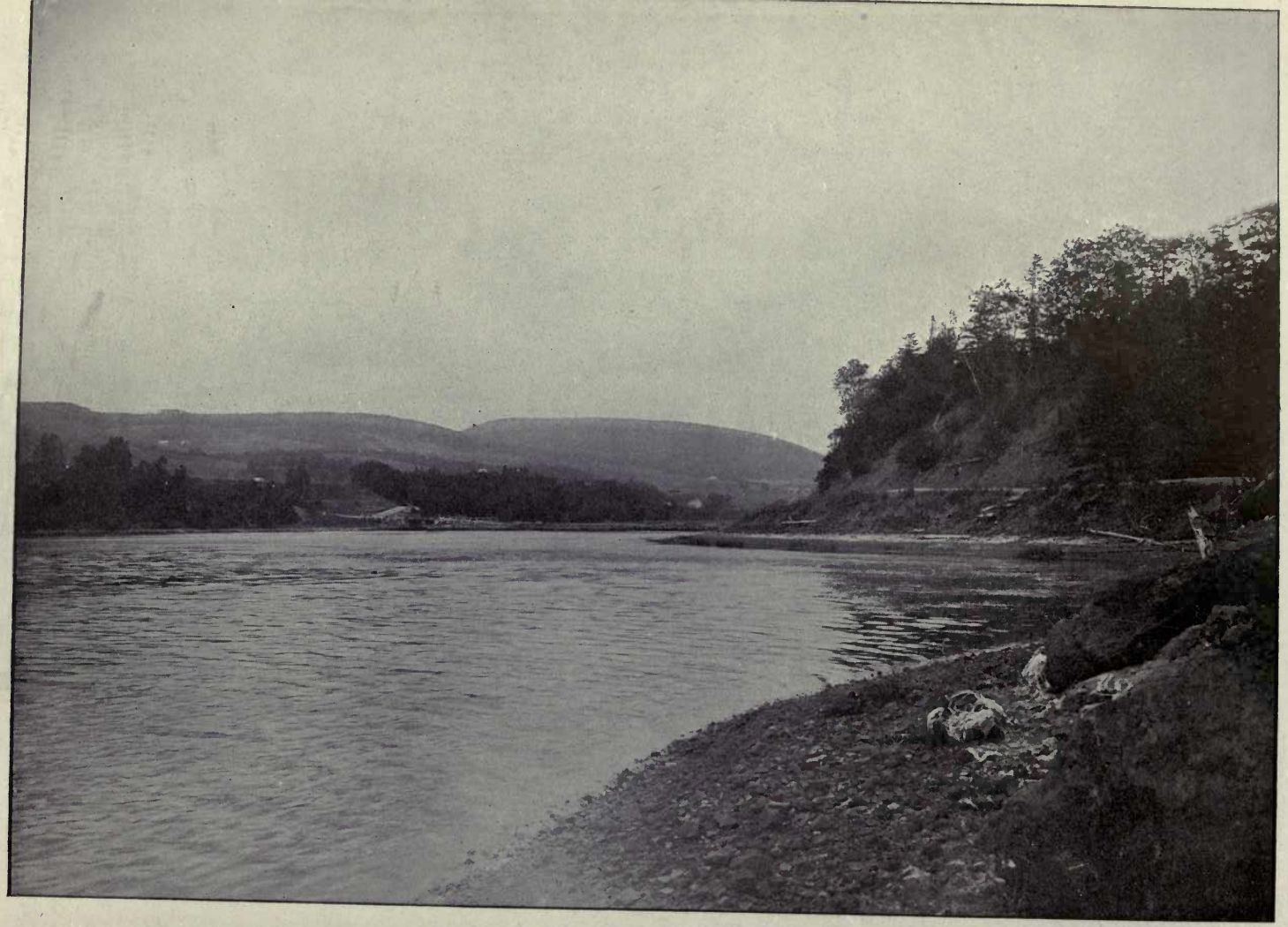
GEOLOGICAL FORMATION—SOUTHEASTERN DIVISION—SYDNEY COALFIELD—NORTHWESTERN DIVISION—AGRICULTURAL LAND—NATIVE ANIMALS, BIRDS AND FISHES—PLANTS, TREES AND NATIVE FRUITS—RESOURCES OF FIELDS, WATERS, FORESTS, MINES—SCENERY—CLIMATE.



HE geological formation of the island is varied and most interesting in character. The two ranges of hills in the southeastern division of the island, running respectively from Long Island to the Strait of Barra, and from the head of East Bay to St. Peter's, consist of syenite, granite and metamorphic rocks. The low ranges of hills on the southern coast are composed of metamorphosed, Devonian and upper Silurian rocks, while inland sandstones, shales and limestones of the carboniferous series occur. The cliffs on the coast from Mira Bay to the great entrance of the Bras d'Or, which consist of sandstones and shales of the carboniferous system, and exhibit many seams of bituminous coal, complete the northern land boundary of the great Sydney coalfield, which has a land area of over two hundred square miles, and doubtless extends over a still greater surface beneath the waters of the Atlantic. Mr. Hugh Fletcher, of the Geological Survey, gives the succession of the formations which occur within this district, as follows :

1. Syenitic, gneissoid and other feldspathic rock.	Pre-Cambrian.
2. George's River limestone series.....	
3. Barachois slates and other rocks.....	Cambrian.
4. Carboniferous conglomerate series.....	Carboniferous.
5. Carboniferous limestone series.....	
6. Millstone Grit.....	
7. Coal Measures	

Practically all the elevated land in the northwestern division of the island consists of syenite, gneiss, mica, slate and other early metamorphic rocks, while the low country between these hills consists mainly of sandstones, shales, limestone, and gypsum of the lower carboniferous system. Workable seams of coal occur in several places along the coast of Inverness County. They form the eastern end of an extensive coalfield which lies beneath the waters of the Gulf of St. Lawrence.



SOUTHWEST RIVER, MABOU.

It will be seen from the above brief geological description that the carboniferous system occupies by far the greater part of the island. The late Richard Brown, in his "History of the Island of Cape Breton," pointed out the interesting fact that as the sections occupied by the upper and lower members of the carboniferous system rarely attain an elevation of more than three hundred feet, if the whole island were depressed to that depth, all that would remain would be an archipelago composed mainly of long narrow islands of igneous and metamorphic rocks.

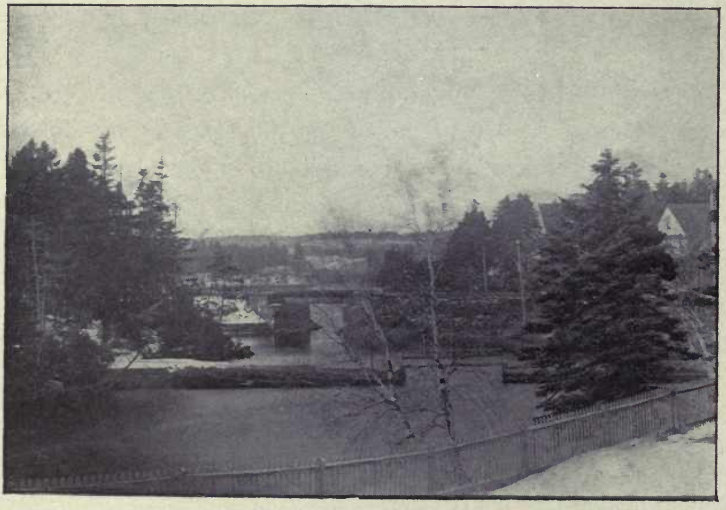
Probably about one-half of the surface of the island is suitable for agricultural purposes, the cultivated sections yielding good crops of oats, barley, hay, potatoes and vegetables. Some of the larger rivers are bounded by alluvial land of excellent quality.

The fauna of Cape Breton is in the main identical with that of the neighboring portions of Canada. The principal wild animals are the caribou, moose, brown bear and the fox. Birds include many varieties of water-fowl as well as all the usual game birds of eastern Canada. Fish of all kinds are plentiful. The rivers abound in salmon and trout, while the coast waters teem with cod, halibut, mackerel, herring, haddock and lobsters.

The native flora is of an interesting character, and the lover of botany will be well repaid by a summer spent in Cape Breton. The ferns are especially numerous and beautiful, the lovely Male fern (Aspidium Felix mas) being found in abundance on the slopes of Smoky, at St. Ann's, and at Big Intervale. The native trees of Cape Breton include the oak, elm, birch, maple, ash, pine, spruce, fir and hemlock. The American elm attains a large size, and adds much to the beauty of the intervale scenery. Cape Breton is rich in native fruits. These include the strawberry, raspberry, blackberry, blueberry and bake-apple. Blueberries are plentiful on the barrens and mountain slopes of Victoria County, where they attain an exceptionally large size. The bake-apple (Rubus Chamaemorus), is found chiefly on marshy land, especially in the neighborhood of Louisburg. This berry, which is abundant in Newfoundland, is somewhat like a yellow raspberry in appearance, but grows upon a small plant. When cooked its taste is suggestive of honey, and it is considered a great delicacy.

The natural resources of the island are numerous. It provides excellent opportunities for the farmer and stock raiser; its waters, abounding as they do in all kinds of fish, give employment to the fisherman; its forests supply lumber for building purposes and for use in the mines; it is rich in minerals, including coal, iron, copper, lead, gold, gypsum and limestone, the deposits of coal, limestone and gypsum being especially valuable. As yet the development of other minerals has only commenced. Besides the resources of mine, forest, farm and sea, the beauty of its scenery, attracting, as it does, the tourist to the island, affords another important element of natural wealth.

The climate, judging from the advanced age to which many of its inhabitants attain, is remarkably healthful. In the main it is similar to that of the rest of the Maritime Provinces and of the New England States. The warmth of summer is, however, delightfully tempered by the cool breezes from the ocean, while the proximity of every part of the island to the sea renders the winters milder and more humid than those on the mainland. Owing to the drift ice which comes down from the St. Lawrence, the springs are backward. The beautiful weather experienced throughout the autumn and well on into November, compensates for the late, cold springs. In winter the thermometer has rarely, if ever, been known to drop more than ten degrees below zero, and in summer really oppressive heat is unknown.



THE "GORGE" GLENDYR, MABOU.

CHAPTER III.

COUNTIES, TOWNS AND INHABITANTS.

COUNTIES—TOWNS AND SETTLEMENTS OF CAPE BRETON COUNTY—OF RICHMOND—OF INVERNESS—OF VICTORIA—POPULATION OF COUNTIES AND TOWNS—ORIGIN, RELIGION, EDUCATION, INDUSTRIES CONDITION AND CHARACTER OF THE PEOPLE—PARLIAMENTARY REPRESENTATION—TOWN AND COUNTY COUNCILS.

OR a considerable time after the taking of the island by the French, Cape Breton formed a separate British province, with a government of its own. It was eventually, however, annexed to the neighboring province of Nova Scotia, of which it has ever since formed a part. The island is divided into four counties: Cape Breton, Richmond, Inverness and Victoria. The shiretown of Cape Breton County and the capital of the island is Sydney. There are four other incorporated towns in the county: North Sydney, Sydney Mines, Glace Bay and Louisburg. The other principal settlements are Reserve, Dominion, Bridgeport, Port Morien, Mainadieu and Gabarus. The capital of Richmond County is Arichat, situated upon Isle Madame; St. Peter's, L'Ardoise, River Bourgeois, Loch Lomond, Descousse and Petit de Grat being the other chief settlements. The capital of Inverness County is Port Hood. Port Hawkesbury is the only incorporated town. Other places of note are Port Hastings, Mabou, Broad Cove, Cheticamp and Whycocomagh. The shiretown of Victoria County is Baddeck. This county, like Richmond, contains no incorporated town. The other principal settlements are Big Baddeck, New Campbellton, St. Ann's, Ingonish, Neil's Harbor, Cape North and Bay St. Lawrence. The total population of the island at the time of the census of 1901 was 97,605.

The following table shows the total population and the rural and urban population of each county, both in 1891 and 1901:

COUNTIES.	POPULATION, 1901.			POPULATION, 1891.		
	Total.	Rural.	Urban.	Total.	Rural.	Urban.
Cape Breton	49,166	22,887	26,279	34,244	31,817	2,427
Inverness	24,353	23,720	633	25,779	25,121	658
Richmond	13,515	13,515	.....	14,399	14,399	.....
Victoria	10,571	10,571	.....	12,432	12,432	.....

It will be seen from this that Cape Breton County, where the chief industrial development has occurred, has made a marked increase, partly, it appears, at the expense of adjacent counties, where fishing and agriculture have formed the principal industries.

The census of 1901 gave the population of the incorporated towns as follows : Sydney, 9,909 ; Glace Bay, 6,945 ; North Sydney, 4,646 ; Sydney Mines, 3,191 ; Louisburg, 1,588 ; Port Hawkesbury, 633.

During the decade, Sydney made an increase of over 7,000, its population in 1891 being only 2,427, this increase having been made chiefly during the last three years of that period. Glace Bay became an incorporated town in 1901, and North Sydney and Sydney Mines made marked increases.

At the present time the population of Cape Breton is cosmopolitan in character. Representatives of the Indians, the original inhabitants, still survive. There is a considerable French Acadian population, especially in Richmond and Inverness. Many of the inhabitants of Sydney and the neighborhood are descendants of the United Empire Loyalists and of members of the British forces who took part in the first English settlement. A large migration to this island from the Highlands of Scotland, which lasted over a considerable period of time, has given Cape Breton, especially in the rural districts, a large Scotch population. During the earlier days of the coal mining industry, many miners were brought out from England. There has been a constant influx to the sections round the eastern coast from the western shore of Newfoundland. Most of the Newfoundlanders who have come over were formerly fishermen, and were the descendants of dwellers in the western counties of England. Finally, the growth of the coal and iron industries has led to the arrival of a large mixed population, including Americans, English, Italians, Austrians, Swedes, Germans, and negroes from the United States, who are employed about the blast furnaces at Sydney.

The religion of the people is almost as varied as their origin. The Roman Catholics and Presbyterians are the most numerous. The Church of England, the Methodist and the Baptist churches are also well represented, mainly in the towns and among people of American or English origin. The Roman Catholic and the Presbyterian churches divide among them the descendants of the Highland settlers, and in addition to being strong in the towns, are the only religious bodies represented in many of the rural districts. In the Sydneys and Glace Bay there are many Jews. The Salvation Army is also represented.

The young people of Cape Breton receive their education chiefly in the public schools, which are under the control of the Provincial Government. The island is divided into two inspectoral districts : No. 7, embracing Cape Breton and Richmond, and No. 8, Inverness and Victoria Counties. Each county has an Academy, which draws a special grant from the government for doing High School work. The following statistics from the report of the Superintendent of

Education for the year 1901, will show at a glance the number of schools, pupils and teachers in each county:

County.	Schools In Session.	Teachers.	Pupils.
Cape Breton	162	163	8,215
Richmond	75	75	3,014
Victoria	60	60	2,054
Inverness	131	131	4,790

Many of the young people of the island seek opportunities for higher education in the various universities of Canada and the United Sates. A number of those employed in the mining and iron-making industries are also improving themselves by courses taken by correspondence. While, of course, there is great room for improvement, the educational condition of the people may be considered as generally satisfactory.

The principal industries of the people are mining, manufacturing, fishing and farming. In addition to these the various learned professions, business pursuits and mechanical trades are well represented. The wages paid, especially to miners, those employed in the iron and steel industries, masons, bricklayers and carpenters, are liberal, and, as a result, the great mass of the people are in comfortable circumstances. In the farming districts ready money has been scarce, but as many of the essentials of life are raised at home, the need of it has not been felt as keenly as would otherwise have been the case. With the great growth of the towns the farmers are finding a ready cash market for their produce, and as they adapt their system of agriculture to the changed requirements of the day, their financial condition will be greatly improved. In the fishing districts, owing to the more precarious nature of their occupation, the people are not so prosperous as in other sections, but as the local market for fresh and preserved fish increases, the fisherman is bound to be greatly benefited. The people of Cape Breton are, as a class, law-abiding, industrious, sober, honest and hospitable, and both in town and country all the various forms of innocent amusement are enjoyed.

The island of Cape Breton elects five members to the Dominion House of Commons, Cape Breton county electing two, and each of the others one. Three senators reside in the island. In the local Legislature of the Province of Nova Scotia, the island has four legislative councilors, one from each county, and each county also elects two members of the lower house. The incorporated towns elect their own mayors and town council. There is also a county council in each of the four divisions of the island, presided over by a warden, and consisting of councilors representing each district.

SIR JOHN GEORGE BOURINOT, K. C. M. G., ETC.

Sir John George Bourinot was born at Sydney, N. S., on October 24th, in 1837, and died at Ottawa, October 13th, 1902. He was a son of the late Hon. Senator Bourinot. The Senator's family was Norman, but his ancestors had been settled for generations in the Island of Jersey. Dr. Bourinot's maternal grandfather was the late venerable Judge Marshall, whose father, a captain in the British army, was a United Empire Loyalist. Having studied for some years under the Rev. W. Y. Porter, of Sydney, he entered Trinity College, Toronto, and in due time graduated in arts. He then began the career, which proved so successful, as a journalist in his native province. He founded and edited the "Halifax Reporter," and took charge of the Hansard of the Nova Scotia Assembly. In 1868 he was appointed one of the official shorthand writers of the Dominion Senate. In April, 1873, he became second-clerk assistant; in 1879, first-clerk assistant, and in December, 1880, chief clerk to the House of Commons.

When the Marquis of Lorne, then Governor-General, formed the Royal Society of Canada, Sir John Bourinot was largely relied upon by His Excellency in the work of organization, and for years was secretary of the society. In 1892 he became its president. One of his earlier works was entitled "The Intellectual Development of Canada." "Parliamentary Practice and Procedure in Canada" was the first in a series of constitutional studies. It at once became a standard authority on all points connected with Canadian Parliamentary usage. "Local Government in Canada" was still more noteworthy. "Federal Government in Canada" was originally a course of lectures delivered in his Alma Mater (Trinity University, Toronto). He also lectured before Johns Hopkins, Harvard, and other American colleges on Canadian institutions. Among his other more important works are "Canada," which he wrote for the "Story of the Nations" series, "How Canada is Governed," "Cape Breton and its Memorials of the French Regime," "Builders of Nova Scotia," "Canada Under British Rule," and a "Constitutional History," of which a new edition was published in 1901.

Sir John Bourinot was created a Knight of the Order of St. Michael and St. George in 1898. He was also the recipient of many academic honors. He was an LL.D. of Queen's University, a D.C.L. of Trinity College, Toronto, and a Lit. D., of Laval. He was three times married, in 1860 to Delia Hawke, in 1887 to Emily Alden Pilsbury, and in 1889 to Isabelle Cameron.

Richard Brown, F. G. S., F. R. G. S., for many years manager in Cape Breton for the General Mining Association, of London, England, was born at Lowther, Cumberlandshire, England, on May 2d, 1805. He came to Cape Breton in 1827, where he filled the responsible position of manager at the Sydney Mines collieries until June 30th, 1864, at which date he resigned and was succeeded by his son, R. H. Brown. In July of the same year he returned to England, where he spent the remainder of his days. He died in London, October 30th, 1882. He married Sibella, daughter of the late Captain Barrington, of the 60th Rifles. Their children were Margaret, Richard, Charles, David, Henry and Sibella. Whilst at Sydney Mines, Mr. Brown was for many years the Lieutenant-Colonel of the Sydney Mines Volunteers, one of the first corps organized in the province. In addition to the valuable work which he performed as a practical mining expert, Mr. Brown devoted much attention to historical and geological studies. He frequently contributed papers for the Geological Society, of London, and was on terms of great personal friendship with the two famous geologists, Sir Charles Lyall and Sir William Dawson. Mr. Brown's best known work is his invaluable "History of the Island of Cape Breton," which was commenced at Sydney Mines, but finished after his retirement to England. He also wrote "A History of the Coal Trade of the Island of Cape Breton," a book full of valuable information on this subject, and an interesting little volume entitled "Notes on the North Atlantic." There is a marble mural tablet to his memory in Trinity Church, Sydney Mines.

RICHARD BROWN, F. R. G. S., ETC.

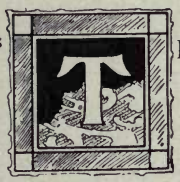
PART II.

HISTORY OF THE ISLAND.

CHAPTER IV.

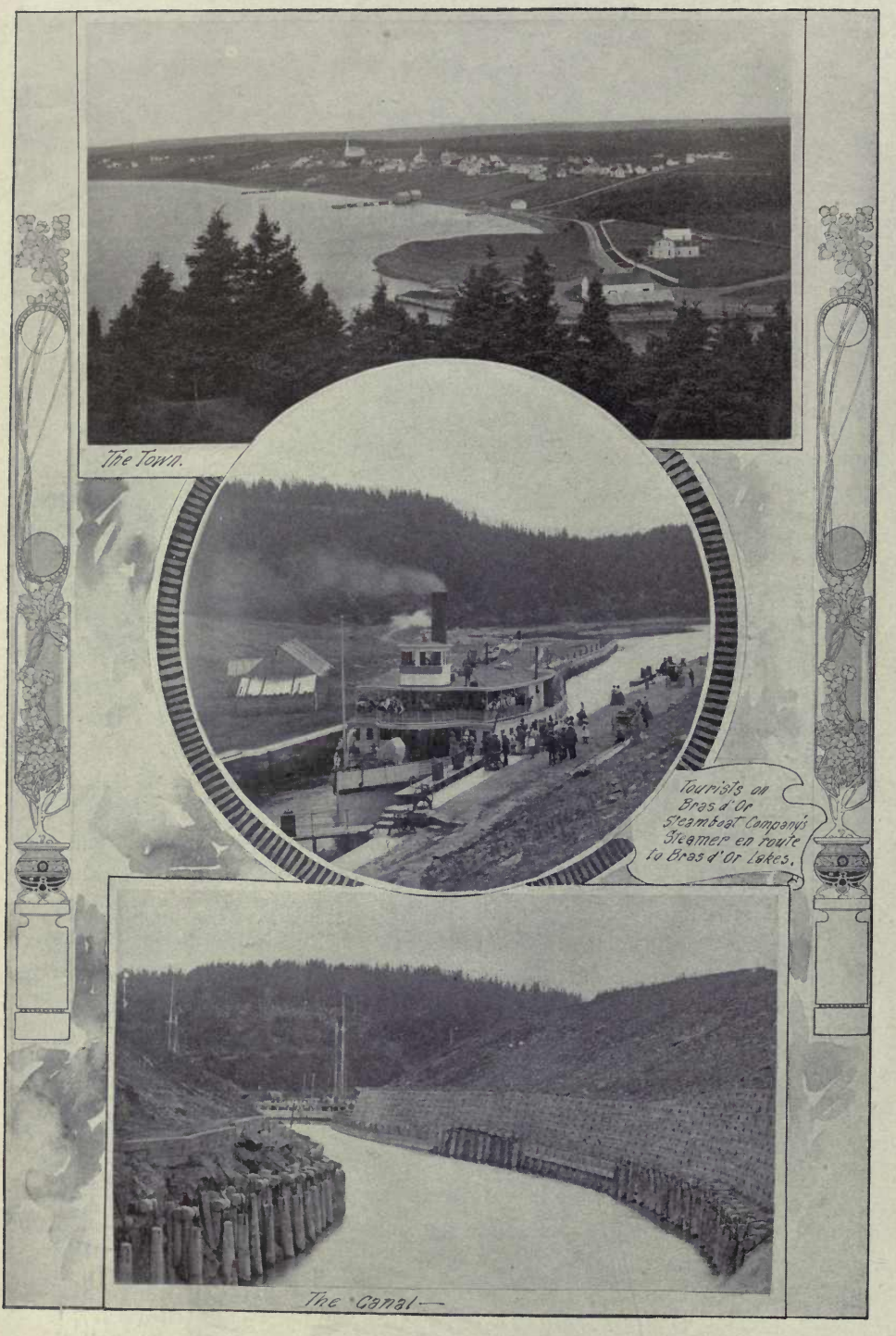
THE NORTHMEN, THE CABOTS AND OTHER EARLY VOYAGERS.

THE BEGINNING OF CAPE BRETON HISTORY—NORSE VOYAGERS—BIARNE—LEIF, SON OF ERIC—MARKLAND—BASQUE AND BRETON FISHERMEN—THE NAME BACCALAOS—THE CABOTS—VOYAGE OF THE "MATTHEW"—PRIMA TERRA VISTA—CAPE BRETON'S CLAIMS—VERRAZANO—JACQUES CARTIER—MASTER HORE, OF LONDON—SIR HUMPHREY GILBERT—RICHARD STRONG IN THE "MARIGOLD"—CAPTAIN LEIGH IN THE "HOPEWELL"—THE HARBOR CALLED CIBOU.



"HE true sources of history," writes Charles G. D. Roberts in his excellent history of Canada, "lie somewhere in the wonderland of myth and tradition." The beginning of the history of Cape Breton is wrapped in obscurity. Of the Indians, the first inhabitants of the island prior to the coming of the white man, of their settlements, and of their wars we know almost nothing. Consequently the history of the island would seem to have its proper beginning in that vague atmosphere enhanced with adventure and romance, which surrounds the voyages of the Northmen, those early lovers of the sea and of freedom, those first forerunners of Anglo-Saxon supremacy upon the Seven Seas.

According to the Icelandic Saga the coast of North America was discovered by Norse voyagers some time during the tenth century. To Biarne is attributed the honor of the first discovery of this continent. Setting sail for Greenland, he lost his way in the fog, and sailed on for many days, at last reaching an unknown shore, a land without mountains, but covered with small hills in the interior. Turning his viking prow from the land, he kept the sea for three days and three nights, with a fine breeze from the southeast. Then, the Saga relates, "they saw a third land which was high and mountainous, and with snowy mountains." Keeping along the coast, they perceived that it was an island. It has been conjectured, though of course on somewhat slight foundation, that this third land was none other than Cape Breton. Certainly the scenery of the northern part of Victoria County admirably meets the description, bearing, as it does, a remarkable resemblance to the rocky shores and picturesque fiords of Norway.



SCENES AT ST. PETER'S.

While the honor of the first voyage over the western seas belongs to Biarne, the honor of being the first to land must be awarded to Leif, a son of Eric the Red. His voyage was made in A.D. 1,000. He came first to the land Biarne had last discovered, and though he found it wrapped in the snows of winter, the Saga remarks, "it appeared to them a country of advantages." This land Leif called Helluland (the land of flat stones). Finding another land, flat and overgrown with wood, he called it Markland (woodland). A third land he designated Vinland. As to the exact locality of these lands authorities differ, and will doubtless always do so. Helluland has been said to be Newfoundland, Labrador, or northern Cape Breton. The description of Markland would suit any portion of the Atlantic coast of Cape Breton or Nova Scotia. Vinland has been located in Rhode Island, and in western Nova Scotia, whilst no less an authority on Norse antiquities than Gustave Storm, Professor of History in the University of Christiania, has strenuously maintained that Kjalarnes, the northern extremity of Vinland, corresponds with northern Cape Breton. While the whole subject will probably ever remain a matter of uncertainty, Cape Breton's claims are at least as satisfactory as those of other places, and we may well cherish these vague traditions of the presence of the Northmen on our shores as the first bright augury of the future wonderful development of Cape Breton. It is an inspiration to think that as far back as a thousand years ago these heroes of the past trod our shores, and that their viking keels ploughed the very waters now frequented by the commercial navies of the world.

Passing over an interval of well nigh five hundred years, we learn that in all probability, even before the coming of the Cabots, bold and adventurous Basque and Breton fishermen had visited the shores of Cape Breton. Certain it is that the name Baccalaos, applied in the earliest maps to this island (sometimes with and sometimes without the adjoining mainland), was the Basque word for cod, which abounded in the waters around the island. The very name, Cape Breton, applied first to the cape, and afterwards to the whole island, is said to be a memorial of the hardy Breton and Norman fishermen who, in their rude vessels, visited these waters even before the days of Columbus.

The next great names to be identified with the island, after those of the almost mythical Biarne and Leif Ericson, are those of the Cabots. The discovery of the West Indies by Columbus had fired many adventurous souls with the desire of still greater achievements, and the monarchs of Europe were anxious to add these wonderful lands, which lay toward the setting sun, to their own dominions. In England sovereign and people alike were most eager that all the glory should not fall to the lot of Spain. The practical merchants of Bristol already dreamt of an enormous trade in fish. Besides this there was the pious ambition to bring new lands beneath the yoke of Christ.

It was in 1494 that John Cabot, a Venetian merchant living at Bristol,

applied for leave to make a northwestern voyage, with a view to the discovery of a shorter route to India or Cathay. Two years later Henry granted to Cabot and his three sons "full and free authority, leave and power, to sayle to all parts, countreys and seas of the east, of the west, and of the north, under our banner and ensignes * * * to seeke out, discover and finde whatsoever isles, countreys, regions, or provinces, of the heathen and infidelles, whatsoever they bee, and in what part of the world soever they bee, whiche before this time have been unknown to christians." Accompanied by his son Sebastian, John Cabot sailed from Bristol in the "Matthew" in 1497, and made the discovery which has made his name famous, and upon which the claims of England to North America were subsequently based.

On the spot where he landed Cabot planted a large cross, carrying two flags, one bearing the St. George's Cross of Merrie England, the other being that of St. Mark, the patron of his own dear Venice. Pages of speculation and argument have been lavished on the subject as to which was the first land seen by Cabot, some claiming the honor for the coast of Labrador, others for Cape Bonavista, Newfoundland, and yet others for Cape North, or some other point in Cape Breton. The claims of Cape Breton are mainly based on what is known as the Sebastian Cabot Mappe Monde, which was discovered in Germany in 1843, and is dated 1544. On this map the northeast point of the mainland of North America, which coincides with Cape North, is designated "prima terra vista," the first land seen. The map describes it as follows: "This land was discovered by John Cabot, a Venetian, and Sebastian Cabot, his son, in the year of the birth of our Lord Jesus Christ, MCCCCXCIIII, on the 24th of June in the morning, which country they called 'prima terra vista'; and a large island over against the said land they named the island of St. John, because they discovered it in the same day. The inhabitants wear skins of animals, use in their battles bows, arrows, lances, darts, wooden clubs and slings. The soil is very barren, and there are many white bears and stags as large as horses, and many other beasts; likewise great quantities of fish, pike, salmon, soles as long as a yard, and many

other sorts, besides a great abundance of the kind called baccalaos. There are also in the same land hawks as black as ravens, eagles, partridges, redpoles and many other birds of various descriptions."

This description suits the northern part of Cape Breton. In those early days the Micmacs were doubtless found here in large numbers. The stags as large as horses would be the moose. White bears were probably among the denizens of Cape Breton at that period. The land in northern Victoria County still presents a very barren appearance. Fish of the kind called the baccalaos (the cod) still abound in the waters of the Atlantic.

To sum up, Cape Breton has at least as good a right to be considered Cabot's "Prima Terra Vista" as the other claimants for the honor. However, if neither of the Cabots actually landed in Cape Breton, it can be safely affirmed that in 1497 and 1498 they sailed along our coasts. Indeed, it may be claimed that Sebastian Cabot laid unconsciously a foundation for ship building and ship repairing in the island. Gomara, a Spanish writer, in describing the voyage made by Sebastian Cabot in 1498, relates that after voyaging for some time, yielding to the cold and the strangeness of the land, he turned towards the west, and refitting at the Baccalaos he ran along the coast as far as 38 degrees and then returned to England.

JACQUES CARTIER.

After the Cabots, a number of adventurous voyagers are recorded as having either visited the shores of Cape Breton or at least sailed along its coast. In 1524 Verrazano, a Florentine, who sailed from France, reached the coast of Carolina, and then sailed north till he reached Cape Breton. Here he took in a supply of wood and water and returned to France. In 1536 the famous Jacques Cartier, on his return from Canada, discovered the passage to the Atlantic between Cape Breton and Newfoundland. He gave the name of Loreine to what is now (probably) Cape North. In 1536 Master Hore, of London, whom Hakluyt describes

as " a man of goodly stature and of great courage, and given to the study of Cosmographie," with divers other gentlemen, made a voyage to Newfoundland and Cape Breton. It has been claimed that Sir Humphrey Gilbert visited Cape Breton as well as Newfoundland. Careful historical research, however, has apparently failed to substantiate this statement. In 1593 Richard Strong in the " Marigold," a little vessel of seventy tons, visited Cape Breton. Many of his crew landed and found excellent water and numerous birds and animals. They also encountered " divers of the savages." It is claimed that the place where the " Marigold's " boat's crew landed was the point upon which Louisburg was subsequently built. Captain Leigh in the " Hopewell " visited Cape Breton in 1597. He called at the harbor named by the natives, Cibou, now known as Sydney. " In this place," he writes, " are the greatest multitude of lobsters that ever were heard of, for we caught at one hawle with a little draw-net above 140." Captain Leigh was the first navigator to call Cape Breton an island.

CHAPTER V.

EARLY ATTEMPTS AT SETTLEMENT.

BEGINNING OF THE NEWFOUNDLAND AND CAPE BRETON FISHERIES—BAIE DES ESPAGNOLS, ST. ANN'S, AND ENGLISH HARBOR—FUR TRADE—PORTUGUESE SETTLEMENT—CAPE BRETON GRANTED TO THE SIEUR DE MONTS—TO SIR WILLIAM ALEXANDER—FIRST ENGLISH SETTLEMENT MADE BY LORD OCHILTREE—SETTLEMENT DESTROYED AND THE COLONISTS TAKEN PRISONERS BY THE FRENCH CAPTAIN DANIEL—FRENCH SETTLEMENT AT ST. ANN'S—NICHOLAS DENYS FORMS SETTLEMENTS AT ST. PETER'S AND ST. ANN'S—MISFORTUNES OF DENYS—ST. PETER'S CAPTURED BY GIRAUDIERE—DENYS' BOOK, "DESCRIPTION GÉOGRAPHIQUE ET HISTORIQUE DES CÔTÉS DE L'AMÉRIQUE SEPTENTRIONALE"—TREATY OF UTRECHT—MIGRATION OF ACADIANS TO CAPE BRETON—ADMIRAL WALKER'S EXPEDITION.

OON after its discovery the shores of Cape Breton were regularly visited by the daring fishermen of France, Spain and Portugal. Chief among these, as has already been stated, were the men of Normandy and Brittany. Although the fishing grounds were discovered by English navigators, English fishermen appear to have been the last to profit by them. The reason of this was apparently the lucrative character of the fisheries off the coast of Iceland. However, in the time of Edward VI, they seem to have turned their attention to the fishing banks of Newfoundland and Cape Breton, for in the second year of that monarch's reign an act was passed imposing penalties on officers of the Admiralty for "exacting sums of money, doles or shares of fish, for licenses to traffic in Newfoundland, to the great discouragement and hindrance of the merchants and fishermen."

In spite of the fact that England, France and Spain were usually at war, the fishermen of these nations seem to have regarded the coasts of Newfoundland and Cape Breton as neutral territory, and with few exceptions pursued their labors without fear of molestation. Sydney Harbor, then known as Baie des Espagnols, was the chief resort of the Spanish, St. Ann's of the French, and Louisburg, then styled English Harbor, of the English. By the close of the reign of Elizabeth over two hundred English vessels were engaged in these fisheries.

Meanwhile another lucrative business was being built up in Canada. The enterprising fishermen who visited the coasts and landed for the purpose of drying their fish, soon got on friendly terms with the Indians, and quickly learned that they were ready to barter valuable furs for glass beads, knives and trinkets. Thus the great fur trade had its beginning. Cape Breton, from its

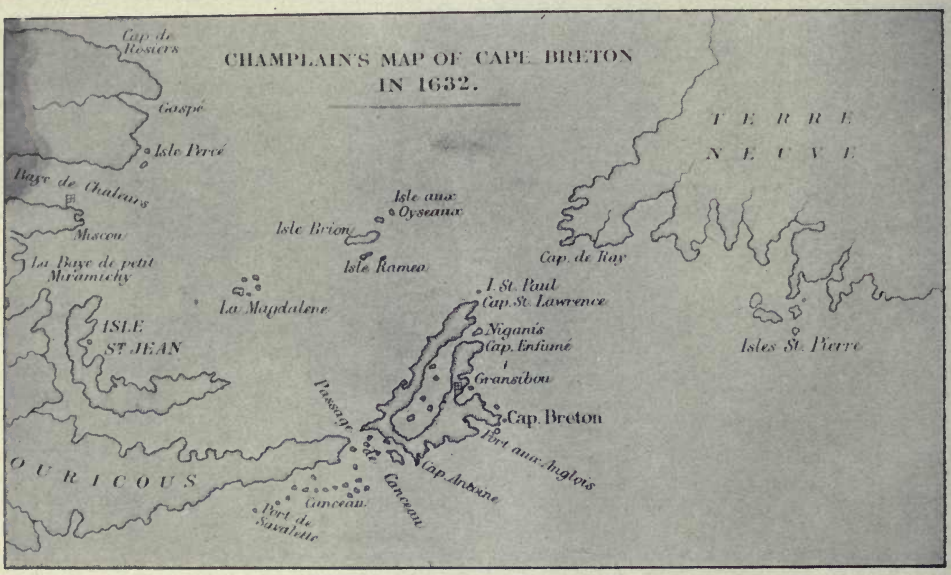
nearness to Europe, soon became a favorite resort of the traders, and we learn from Hakluyt that as early as 1594 the Indians of Cape Breton were ready to sell furs to any vessels that might arrive on their coasts.

A country that could offer the double attraction of profitable fisheries and a lucrative trade in furs was one that invited permanent settlements. Of these, quite a number seem to have been attempted, though for a long time none of them were successful. Champlain, in a description of Cape Breton, states that the Portuguese formed a settlement and spent a winter here, but that the rigor of the climate made them abandon it. This settlement is said to have been at Ingonish, though the late Rev. George Patterson, D.D., ably maintained that it was at St. Peter's. Several early French writers assert that Cartier or Roberval erected a fort in this island, but the late Sir John Bourinot, an eminent authority on the history of Cape Breton, states that this is obviously an error. When the Sieur de Monts was given jurisdiction over Acadie by Henry IV of France, "the lands of Cape Breton" were mentioned in the letters-patent, but it was at Port Royal, the modern Annapolis, that a settlement was made. For a while it looked as if the golden lilies of France, rather than the red-cross flag of England, were to rule the destinies of Acadie and Cape Breton. However, in 1613 Captain Argall, an English adventurer, captured Port Royal, and Acadie remained in the possession of England until the treaty of St. Germain-en-Laye. Eight years later James I granted to Sir William Alexander, Secretary of State for Scotland, all the vacant territory from Cape Sable northward, including "the Isle of Baccalaos or Cape Breton." To the whole of the vast territory thus granted, the name of Nova Scotia was given. It included the modern provinces of Nova Scotia, New Brunswick, Prince Edward Island and part of Quebec. This territory he was "to divide into one hundred parcels, and to dispose of them, with the title of Baronet, to purchasers, for their encouragement to improve the colony."

It was in consequence of this grant to Sir William Alexander that the first

SMOKY WITH HIS FOG CAP ON. SURF SEVERAL FEET HIGH.

English settlement was made in Cape Breton. Among the few who accepted Sir William Alexander's offer of a vast estate in Nova Scotia for £200 was Lord Ochiltree, son of the Earl of Arran. In 1629, with two small vessels and some sixty emigrants, he set out to form a colony in this island. On July 1st he entered the small harbor of Baleine, a little to the eastward of Louisburg, cleared some land and erected a fort. But the little colony was destined to be short lived. In September of the same year, Captain Daniel, a Frenchman, landed at Port Baleine with nearly sixty well armed men, and after a brief resistance from Lord Ochiltree and his colonists, captured the fort and hoisted the French flag above



From "Brown's History," by permission.

it. The next day he razed the fort to the ground and set out for the Grand Cibou, probably St. Ann's Bay. There the unfortunate colonists were compelled to assist in the erection of a French fort. Then men, women and children were crowded into the hold of his ship and carried back across the Atlantic. Most of them were set ashore near Falmouth, but eighteen of them, including Lord Ochiltree himself, were carried prisoners to France. The source of the trouble seems to have been an attempt made by Lord Ochiltree to collect tribute from the fishermen of other nations. Be that as it may, Daniel's exploit was certainly an arbitrary and high-handed proceeding, when it is remembered that England and France were then at peace.

Captain Daniel, having erected at St. Ann's a house, a chapel and a magazine, left the little settlement under the command of Sieur Claude de Beauvais, with

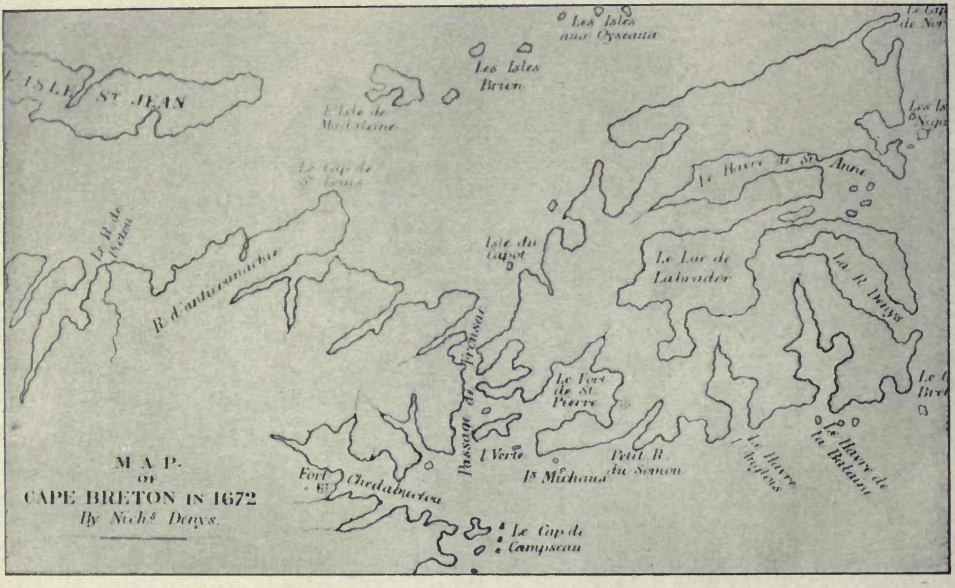
two Jesuit priests, and forty well armed men. The two Jesuits were soon ordered to Quebec. The rest of the little garrison having lived all the winter upon salt meat, lost many of their number in the spring from scurvy. However, a vessel with much-needed and welcome supplies soon arrived. The next year, Captain Daniel himself visited the settlement he had formed, and found the colony in great agitation over the assassination of Lieutenant Martell by the commandant, Captain Gaude. Soon after Daniel's arrival, Gaude, who had been imprisoned, effected his escape. Nothing further is known of this little settlement, and doubtless the garrison was soon withdrawn.

The next, and by far the most successful, of these early attempts at settlement, was made by Nicholas Denys, Sieur de Fronsac. Upon the restoration of Acadie to France by the Treaty of St. Germain, Isaac de Razilly was sent out as Lieutenant-Governor. He was accompanied by Sieur d'Aulnay de Charnisay, by Charles Etienne la Tour and by Denys. Denys first engaged in the shore fisheries at Port Rossignol (Liverpool, N. S.), but as a result of endless disputes with Charnisay he abandoned that place and made Chedabuctou, now Guysboro, his headquarters. He also established stations at St. Peter's and at St. Ann's in this island. At St. Peter's he carried on an extensive trade with the Indians, cleared considerable land in the neighborhood, and erected a fort near the narrow isthmus which then separated the Bras d'Or Lake from the sea. He is said to have had eighty acres of arable land in cultivation. Across the isthmus, now cut through by St. Peter's canal, he constructed an excellent road, over which boats could be hauled from the sea to the lake. At St. Ann's his settlement was equally flourishing. Writing to the French Colonial Minister, his grandson, M. de la Ronde Denys, who took part in the settlement made in 1713, said: "My devoted grandfather had a fort there, the remains of which are yet to be seen, and the Indians tell us that he raised the finest grain there, and we have likewise seen the fields which he used to till; and there are to be seen in the place very fine apple trees, from which we have eaten very good fruit for the season."

The career of Denys was not, however, free from misfortune. In 1647 Charnisay had, it appears, been appointed Governor of all Acadie. He died in 1650, but previous to that had contracted a large debt with La Borgne, a merchant of Rochelle. La Borgne subsequently, having obtained a decree granting him Charnisay's property in Acadie in liquidation of the debt, set out to take possession of it. When at Canceau he despatched an expedition of sixty men to St. Peter's, who razed the fort and made prisoners of all the inhabitants. Denys himself, who was on his way home from St. Ann's, was seized just before reaching St. Peter's, and sent with all his people as a prisoner to Port Royal. He was soon set at liberty, and went at once to France to seek redress for his wrongs. There the Company of New France gave him a new commission, and King Louis granted him letters-patent, clothing him with the most ample powers. Armed

with this document Denys returned and took possession of his old property at St. Peter's, and at once rebuilt the fort and other buildings.

Even yet Denys was not allowed the peaceful enjoyment of the fruits of his labor. Giraudière, who had lived for some years at St. Mary's River, laid claim to Denys' settlement at Chedabuctou, and subsequently captured St. Peter's, which he offered to exchange for the former place. Finally Denys and Giraudière went to France together to press their respective claims. The result was that Denys was reinstated in his rights. Shortly after his return to St. Peter's all his buildings, wares, furniture, ammunition and stores were destroyed by a



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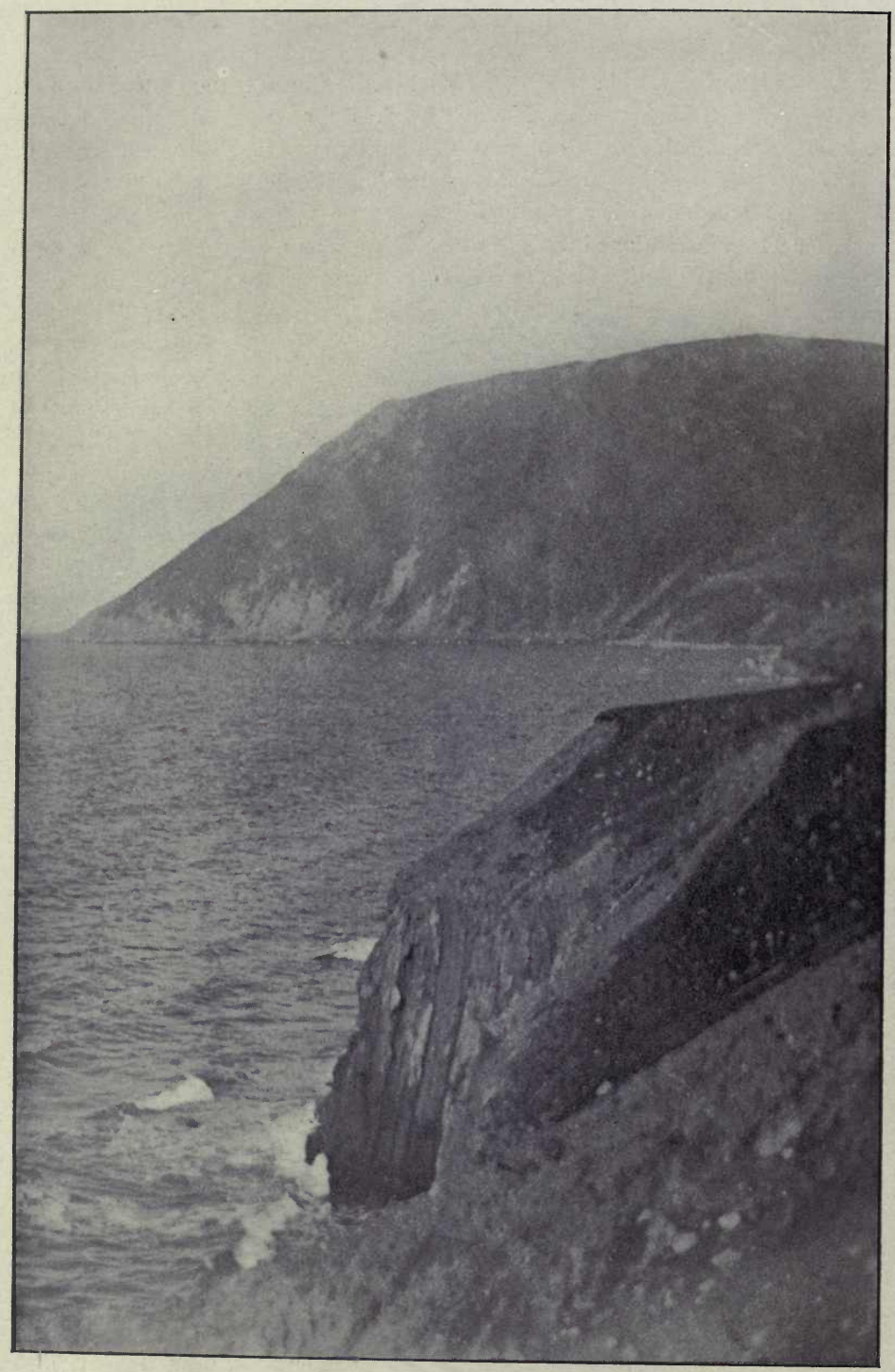
disastrous fire, from which he and his men escaped with scant clothing. Thoroughly discouraged by this crowning disaster, he abandoned Cape Breton and retired to his one remaining settlement, that at Bay Chaleur.

To Nicholas Denys, who was thus one of the most practical and successful of the early settlers in Cape Breton, also belongs the honor of being the author of the first book which gives Cape Breton anything more than a passing notice. His work, "Description géographique et historique," which was published in Paris in 1672, contains interesting accounts of the fisheries, with illustrations of storehouses, fishing stages and other things connected with that business. He also describes the harbors and rivers from St. Peter's all round to the Gut of Canso, which was then named after him the Strait of Fronsac. His work also contained a curious map of the island, in which Le Lac de Labrador occupies the

central position, and Le Havre de St. Anne, La R. Denys (called after himself), Le Havre de la Balaine and Le Havre l'Anglois appear as the principal coast waters, all of them being represented as of about equal size. Curiously enough, while Denys gives a fairly accurate description of Sydney Harbor in the book, it does not appear at all on his map.

After Denys abandoned the island there appear to have been no attempts made at settlement until after the Treaty of Utrecht (1713), when the island became a valued possession of the French crown. When a census of Acadie was taken in 1686, there was not in Cape Breton a single family of European descent. The Indians, with possibly a few Jesuit missionaries, had sole possession of the island. After the surrender of Port Royal to General Nicholson, a number of Acadians emigrated to Cape Breton, thus becoming the progenitors of many of the French population of the present day.

One incident, connected with the unsuccessful expedition sent against Quebec under Admiral Walker, is worthy of note here. In September the whole fleet, consisting of forty-two sail, anchored for a few days in Sydney Harbor, directly abreast of what is now known as Lloyd's Cove. The Admiral, in his account of the expedition, records the fact that the island had been used for loading coals, "which are extraordinarily good here, and taken out of the cliffs with iron crows and no other labor." He also had a large board prepared and painted with a Latin inscription claiming Cape Breton for Queen Anne. This was taken ashore and nailed to a tree. Having accomplished this one deed of valor the worthy Admiral set sail for England.



Cape North, the Gulf Side.

CHAPTER VI.

CAPE BRETON UNDER THE GOLDEN LILIES.

TREATY OF UTRECHT—CAPE BRETON BECOMES ILE ROYALE—DE COSTABELLE THE FIRST GOVERNOR—PROMINENT SETTLERS—INTERCOURSE WITH THE ACADIANS—LOUISBURG FOUNDED AND FORTIFIED—FORTS AT ST. PETER'S AND ST. ANN'S—COD FISHERY—TRADE WITH OTHER FRENCH COLONIES—CONDITION OF THE INHABITANTS—FARMING—SPIRITUAL WELFARE OF THE COMMUNITY—GOVERNMENT OF THE ISLAND.

HEN the negotiations, which culminated in the Treaty of Utrecht, were commenced between England and France, the Island of Cape Breton received no small share of attention. The English minister, St. John, at first proposed that the subjects of Louis XIV should enjoy the island of Cape Breton conjointly with those of Queen Anne, and that neither nation should erect any fortifications there. The Marquis de Torcy, the French minister who conducted the negotiations, recognized the impracticability of such an arrangement, and refused to accede to it. Finally it was agreed by the twelfth and thirteenth articles of the treaty "that all Nova Scotia, or Acadie * * * the Island of Newfoundland, with the adjacent islands * * * the town and fortress of Placentia * * * shall from this time forth belong of right to Great Britain. But the island of Cape Breton * * * shall hereafter belong of right to the King of France, who shall have liberty to fortify any place or places there."

The loss of Acadie and Newfoundland sounded the funeral knell of French dominion in the New World, but France was, ere the final struggle, to make zealous efforts to maintain what was in reality an untenable position. England now held undisputed sway over the whole Atlantic coast from Hudson's Bay to Florida, with the sole exception of Cape Breton. The retention of that island was absolutely necessary to France, if she wished to maintain communication with Canada by the Gulf of St. Lawrence. To insure this it was evident that a strongly fortified naval station in that island was a prime necessity. Such a station would afford a refuge for ships pursued by an enemy, or driven in by storms. There they could be refitted, and there, in times of war, might be the headquarters of French cruisers and privateers.

Such a place was also needed as an entrepôt for trade between New and Old France. There wines, brandy, silks and other products of France could be brought for reshipment to Canada or the West Indies, and the products of Canada could be collected for shipment to Europe. Such a place would also form the headquarters for the whale and cod fisheries.

Port Hood

Three possible sites were considered as suitable for this purpose, Baie des Espagnols (Sydney), St. Ann's and Havre à l'Anglois. Baie des Espagnols, although the best harbor in the island, was rejected because the entrance was so wide as to make it impossible to fortify it with the artillery of the day. St. Ann's, although at first favorably reported upon, was also rejected, probably from the fact of its being frozen up every winter. Havre à l'Anglois was therefore the choice of the French Government, which changed its name to Louisburg in honor of the reigning monarch. At the same time the island was rechristened Ile Royale. St. Peter's and St. Ann's became, for a while, respectively Port Toulouse and Port Dauphin.

The first Governor of Ile Royale was M. de Costabelle who had, previous to the Treaty of Utrecht, occupied a similar position at Plaisance (Placentia). When that place was surrendered to England, about one hundred and eighty persons, chiefly fishermen, migrated to Louisburg. The majority settled there, but a few found homes at Baleine and Scatarie. The same year the Roman Catholic missionaries in Acadie were instructed to persuade the Acadians and Indians to remove to Cape Breton. This they attempted, though with somewhat indifferent success. A number of officers who came from Plaisance to Louisburg obtained grants of land from the French Government. These included M. de la Ronde Denys, grandson of the Nicholas Denys of the preceding chapter, M. de Rouville and M. de la Boularderie, after whom the beautiful and fertile island lying between the two entrances of the Bras d'Or was named.

Although the Acadians were, usually, unwilling to leave their fertile farms and to begin life over again in the wilds of Cape Breton, they kept up a regular intercourse with Louisburg. They lived, in fact, as if they were still French subjects. Governor Phillips, recognizing this, issued a proclamation forbidding all commerce with Cape Breton, and requiring all the inhabitants of Nova Scotia to take the oath of allegiance to Great Britain. The Acadians were advised from Louisburg to refuse to do this, and threatened to remove to Quebec or Cape Breton. Finally the whole question was left in abeyance.

The work of erecting the fortifications at Louisburg was commenced in 1720, and continued for over twenty years. Of this time, Brown writes: "The history of Louisburg at this period is emphatically the history of the whole island." The arrival of large numbers of officers, engineers, mechanics, traders and laborers gave rise to quite a "boom," and by the time that war broke out with England in 1744, the population had risen to 4,000. The fortifications were constructed according to plans of Vauban, a celebrated French military engineer. The total cost to France of this "Dunkirk of America," as it has been aptly styled, was over six million dollars. The position of Louisburg was eminently suitable for the purpose. From the sea the coast appears bleak and desolate, presenting a long range of rocky precipices, the country in the rear being hilly and covered with

stunted spruce and fir. In front of the town are three small islands, upon one of which a powerful battery of thirty twenty-pound guns was placed. The harbor, which is about two miles long and half a mile broad, is connected with the open sea by a narrow channel only one-third of a mile in width. Guarding this on the northwest side of the harbor stood the Grand Battery of twenty-eight forty-two-pound guns and two of eighteen pounds. This important point was protected by a moat and a bastion on each side. Directly opposite to the Grand Battery was the careening wharf, where ships-of-war of the largest size could be repaired and refitted.

VAUBAN.

The town itself was situated on the rocky promontory between the south shore of the harbor and the sea, and covered an area of about one hundred acres. The ground at the rear was broken and swampy in character, and thus most dangerous to a besieging land force. The total length of the walls was about twelve hundred yards. They consisted of solid masonry from ten to twelve feet thick, and were from thirty to thirty-six feet high. They were constructed principally of a porphyritic trap rock found in the neighborhood. In the rear of the stone wall were extensive earthworks, in front a ditch of eighty feet, then a counterscarp of solid masonry, followed by more earthworks and the glacis. Altogether there were six bastions. The Dauphin's, the King's and the Queen's faced the land front. The Bourillon and the Maurepas faced the east and Point Rochfort, while the Princess's bastion faced the harbor. The citadel, a massive stone structure, stood by the King's bastion, and was separated from the town by a moat. It contained the Governor's handsome residence, the barracks, the arsenal and the chapel. The town itself was laid out in wide streets, crossing at right angles, the houses being chiefly of wood, built upon stone foundations, although some were entirely of stone or brick. In the centre of the town were the nunnery, the hospital and the church. Much of the brick and ornamental stone used in the buildings in French Louisburg was brought from France as

MARION BRIDGE, WHERE THE CAPE BRETON RAILWAY CROSSES THE MIRA RIVER.

ballast in the vessels engaged in the cod fishery. There is little reason to doubt that no small amount of it, however, was purchased from the adventurous traders of New England who, in spite of the illegal nature of the traffic, carried on an extensive trade with Louisburg.

In the circuit of the walls, embrasures were provided for no less than one hundred and forty-eight guns, though it is doubtful if the town ever possessed the full complement. Indeed, the fortifications themselves were never thoroughly completed in accordance with the plans of the designer. In addition to the fortifications erected at Louisburg, small forts were also erected at St. Peter's and St. Ann's.

The principal, if not the only industry of Louisburg, was the cod fishery. The vessels used were generally very small, and carried only three or four men each. Of these vessels several of the principal inhabitants owned thirty or forty each. The fish caught were stored and then shipped to France in vessels which brought provisions and fishing supplies to the town. A considerable trade in rum, sugar, tobacco and coffee was carried on with the French colonies of St. Domingo and Martinique. These West Indian products were, for the most part, sold to traders from New England in exchange for bricks, oats and vegetables. In spite of the profitable nature of the fisheries, most of the inhabitants lived in great poverty. Then, as now, the unfortunate fisherman was very largely at the mercy of the trader. Enormous prices were demanded for salt and provisions, and as much as twenty-five per cent. interest was charged on the prices of goods advanced to fishermen at the beginning of the season. Most of the men engaged in the fisheries were what was known as "engagés." By a special ordinance, passed to prevent the fishermen who came out every spring from returning to France, the captain of every ship sailing to Cape Breton was compelled to take out a certain number of men who were bound to remain there for at least three years. In order to complete the number required, men were often kidnaped for the purpose by these vessels. Farming, on the other hand, was but little attended to, though a few fair-sized farms existed near Louisburg.

The spiritual welfare of the community was well looked after by six missionary priests. Six brothers had charge of the hospital, and the education of the girls was entrusted to the sisters. Considerable attention was paid to the evangelization of the Indians, with whom the settlers seem generally to have lived on the most friendly terms.

The government of the island was based on the system which obtained in Canada. It consisted of a Governor, an Intendant, a Supreme Council, an Inferior Court or Bailiwick, and a Court of Admiralty. The Governor had the general oversight of the colony, especially in military matters. The Intendant had charge of the administration of civil justice. In many matters these two officials possessed equal and joint authority, an arrangement which led to

frequent friction and disagreement. The Council consisted of the Governor, the Lieutenant-Governor, the Intendant, and four or five of the leading merchants. The Inferior Court looked after the police arrangements of the town; the Admiralty Court's duty was the entry and clearance of merchandise and the prevention of smuggling.

Such in brief was the state of Louisburg and its inhabitants, while the fleur-de-lis floated proudly over its battlements.

The Village of Baddeck, on the Bras d'Or Lakes.

CHAPTER VII.

THE FIRST SIEGE OF LOUISBURG.

War Between England and France—Du Quesnal Fits out an Expedition Against Canso and Annapolis—Effect upon the Colonists in New England—Reduction of Louisburg Suggested—Governor Shirley's Proposals—Character of the Colonial Forces—Pepperell Placed in Command—Expedition Embarks at Nantasket Roads—Arrives at Canso—Commodore Warren's Naval Squadron—At Gabarus Bay—Landing at Flat Point Cove—Grand Battery Deserted—Fascine Batteries Erected—"Vigilant" Captured—French Desert the Island Battery—Duchambon Agrees to Surrender—Victors take Possession—The "Notre Dame de la Délivrance"—Disease Among the Conquerors—Colonel Hopson made Governor—Cape Breton Restored to France by the Treaty of Aix-la-Chapelle.

APE Breton was not destined to remain long in the undisturbed possession of the Most Christian King, war being declared between England and France in 1744, and the home governments at once taking steps to apprise their respective colonies in the New World of the fact. News was apparently received at Louisburg earlier than in the British colonies. The Governor, M. Du Quesnal, at once determined to fit out an expedition for the capture of Canso and Annapolis. The little garrison at Canso had no defences beyond a small blockhouse built by the fishermen, and consequently was soon forced to surrender to a superior French force. The attempt upon Annapolis proved a failure. These raids roused the most intense feeling against France in the New England colonies, where the accounts brought by traders of the fortress at Louisburg had already stirred up considerable alarm. It was understood that Louisburg would assuredly be used as the base of operations against the British colonies in America in the coming war. The bold idea of at once making an effort for its reduction was thus conceived.

To whom the honor of suggesting such a course belongs is uncertain, but that of formally submitting it to the British Ministry and the Legislature of his own Province must be given to Governor William Shirley, of Massachusetts. At first his proposals failed to evoke a favorable attitude in the colony, but he persevered and was at last rewarded by the adoption of his bold project. The scheme was then taken up with the greatest enthusiasm. The other provinces were invited to join with Massachusetts in raising a force of 4,000 men for the expedition. Massachusetts agreed to raise 3,250 men, Connecticut 500, New Hampshire and Rhode Island 300 each. New York supplied ten eighteen-pound guns, and Pennsylvania a supply of provisions. The whole force required was

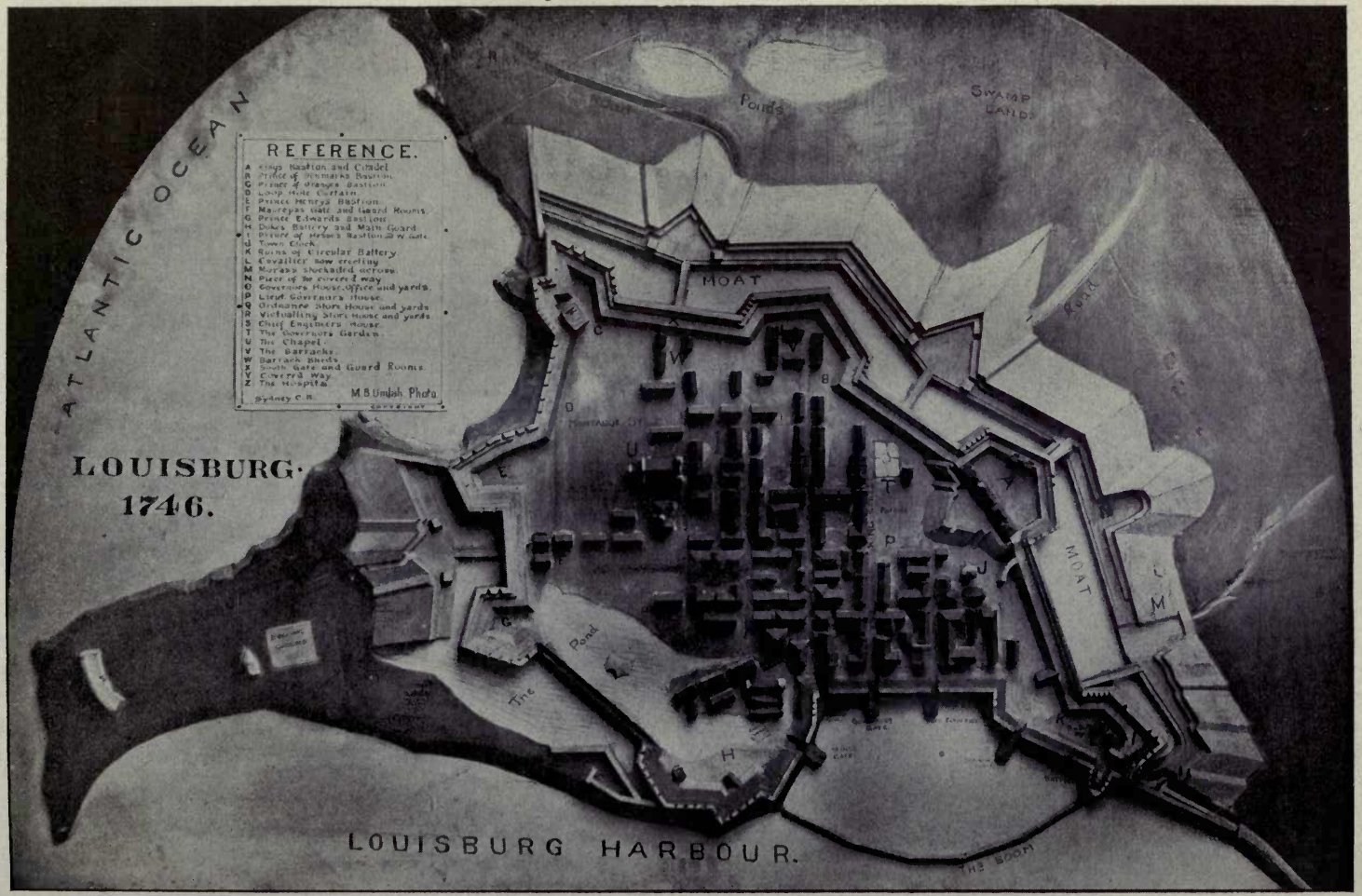
speedily raised. It consisted of men of almost every occupation but that of the professional soldier. The army that was to humble the pride of France was composed of store-keepers and mechanics, lumbermen and farmers, unaccustomed indeed to military discipline but inured to the hardships incident to life in the infant colonies of New England. The command of the expedition was entrusted to William Pepperell, a colonel of the militia, who was at the time engaged in the fisheries and other mercantile pursuits. Although he had seen no active service, subsequent events amply vindicated his appointment.

William Shirley.

The expedition was also somewhat of a Protestant crusade. Ere it left, a fast day was held to invoke the blessing of Heaven upon it. George Whitefield, the well known preacher who was then on his third tour through the colonies, suggested the motto for the New Hampshire regiment: "Nil desperandum, Christo duce." One of his disciples, a chaplain of the expedition, took with him a hatchet with the avowed object of "hewing down the images in the French churches."

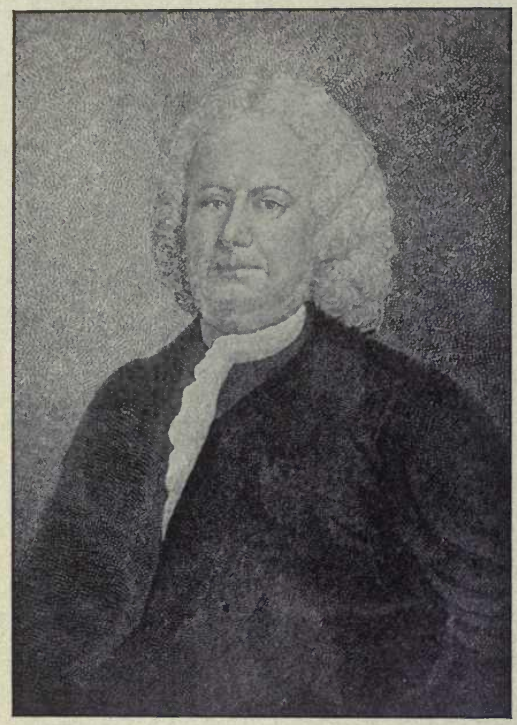
The whole force embarked in ninety transports which were assembled at Nantasket Roads. By April 10th, 1745, all the transports, except those bearing the Rhode Island contingent, had arrived at Canso, the appointed rendezvous. The southern coast of Cape Breton being blocked with drift ice, Pepperell employed the time in drilling his troops at Canso. The French fort at St. Peter's was destroyed and its occupants taken prisoners. On April 23rd Commodore Warren arrived with a naval squadron from the West Indies, and at once proceeded to Louisburg to blockade that port. On April 29th Pepperell and the colonial troops set sail for the same place.

Meanwhile, within the city there seems to have been little fear of danger. On the very night that the transports were approaching a grand ball was given in the citadel, but ere the guests had all retired for the night the alarm was



Plan of Fortifications at Time of the First Siege.

heard. By sunrise the sea was covered with the approaching transports and by eight o'clock they lay safely at anchor in Gabarus Bay. Soon, in spite of the resistance made by a small French detachment, a hundred of the colonials effected a landing at Flat Point Cove, and were speedily followed by the rest of Pepperell's forces. Thus without the loss of a single man Pepperell secured a firm footing within half a league of Louisburg.

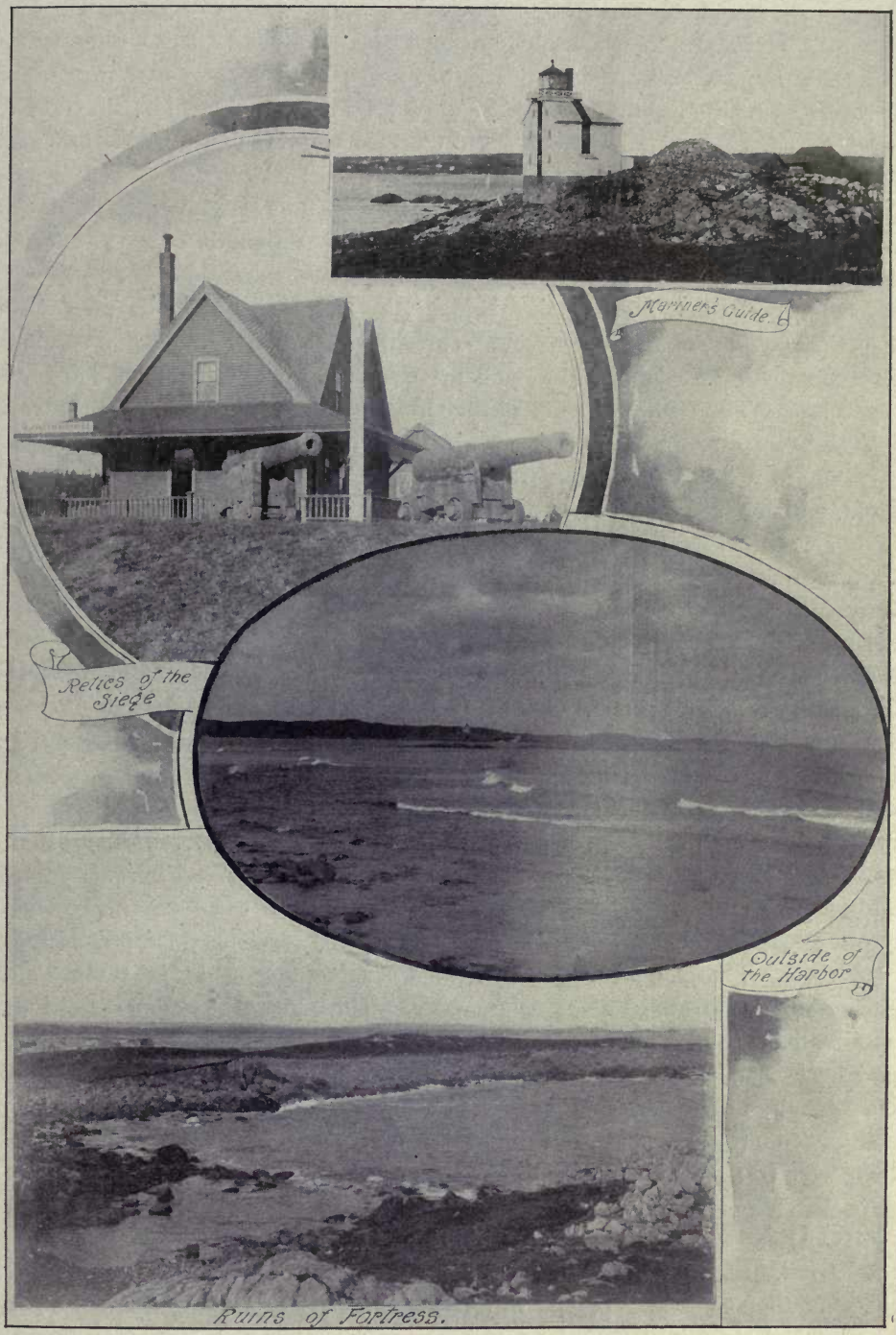


William Pepperell.

The British forces at once obtained a signal advantage. Passing through the woods at the rear of the town, they reached the north-east arm of the harbor, where after nightfall they burnt the warehouses, which were at the time full of French naval stores. The occupants of the Grand Battery were so alarmed at the smoke of the burning buildings that they hastily deserted their post, and fled in their boats to the town, not remaining even long enough to thoroughly accomplish the work of spiking their guns. Next morning the British were astonished to find the place deserted and lost no time in taking possession of it. An attempt made at once by the French to re-occupy it proved a failure. The spiked guns were speedily put in working order and throughout the siege were used with excellent effect against their original owners. This early success not only encouraged the besiegers, but gave them a secure footing within gunshot of the town, and heavier artillery than they had previously possessed.

The following Sunday (May 5th) at divine service in the Grand Battery, the chaplain, probably the first Protestant to preach in Cape Breton, delivered an appropriate discourse on the text, "Enter into His gates with thanksgiving, and into His courts with praise."

Soon three fascine batteries (that is, batteries constructed of fascines or faggots of brushwood covered with earth) were erected in commanding positions around the beleaguered town, and from these an almost continuous cannonading was maintained, doing extensive damage to the buildings within the town.



Historic Landmarks at Louisburg.

Meanwhile, to protect themselves against the annoying attacks of wandering bands of French and Indians, the British forces had erected two more fascine batteries. At the lighthouse also, which commanded the Island battery of the French, they constructed a strong battery armed with thirty guns which they had found sunk near the careening wharf.

Yet another success was to inspire Pepperell and his gallant colonists with renewed courage. On May 18th the French ship "Vigilant," of sixty-four guns, laden with military stores arrived off the harbor, which was then enveloped in a dense fog. Falling in with the British frigate "Mermaid," she gave chase. Captain Douglas, of the "Mermaid," cleverly decoyed her into the midst of the British squadron, where, after a gallant resistance, she was compelled to strike her colors. Thus, like the guns of the Grand Battery, the stores brought by the "Vigilant" fell to the lot of besiegers instead of besieged.

On May 24th a fire-ship was gallantly towed into the harbor at dead of night, and by its means three French vessels and several buildings near the harbor were destroyed. Meanwhile the work of strengthening the Lighthouse Battery was rapidly pushed forward. On June 11th, the anniversary of the accession of King George, a rigorous fire was kept up for many hours from all the batteries. As a result the French gunners were driven off the platform of the Island Battery, and shortly after a large mortar and four more guns were installed in this battery and wrought great havoc in the citadel.

Warren's fleet now consisted of no less than five ships and six frigates, and he felt strong enough to attempt to sail into the harbor. Duchambon, who had succeeded Du Quesnal as Governor of Louisburg, realizing the serious condition of affairs, on June 15th sent a messenger to Pepperell asking for a suspension of hostilities until terms of capitulation could be agreed upon. This was granted, and on June 16th Duchambon agreed to surrender the town on the besiegers' terms, stipulating that, previous to surrendering, his troops should be allowed to march out with their arms and with colors flying. It is evident that no other course was open to the French commander; the houses of the town were riddled with bullets; the flank of the King's bastion had been demolished; a breach had been made in the West Gate, through which an entrance could easily be effected, and only forty-seven kegs of powder remained in the city. The soldiers and inhabitants alike were worn out by fatigue and privation. Besides all this there seemed no hope of assistance arriving, while at the same time the besiegers were daily strengthening their position.

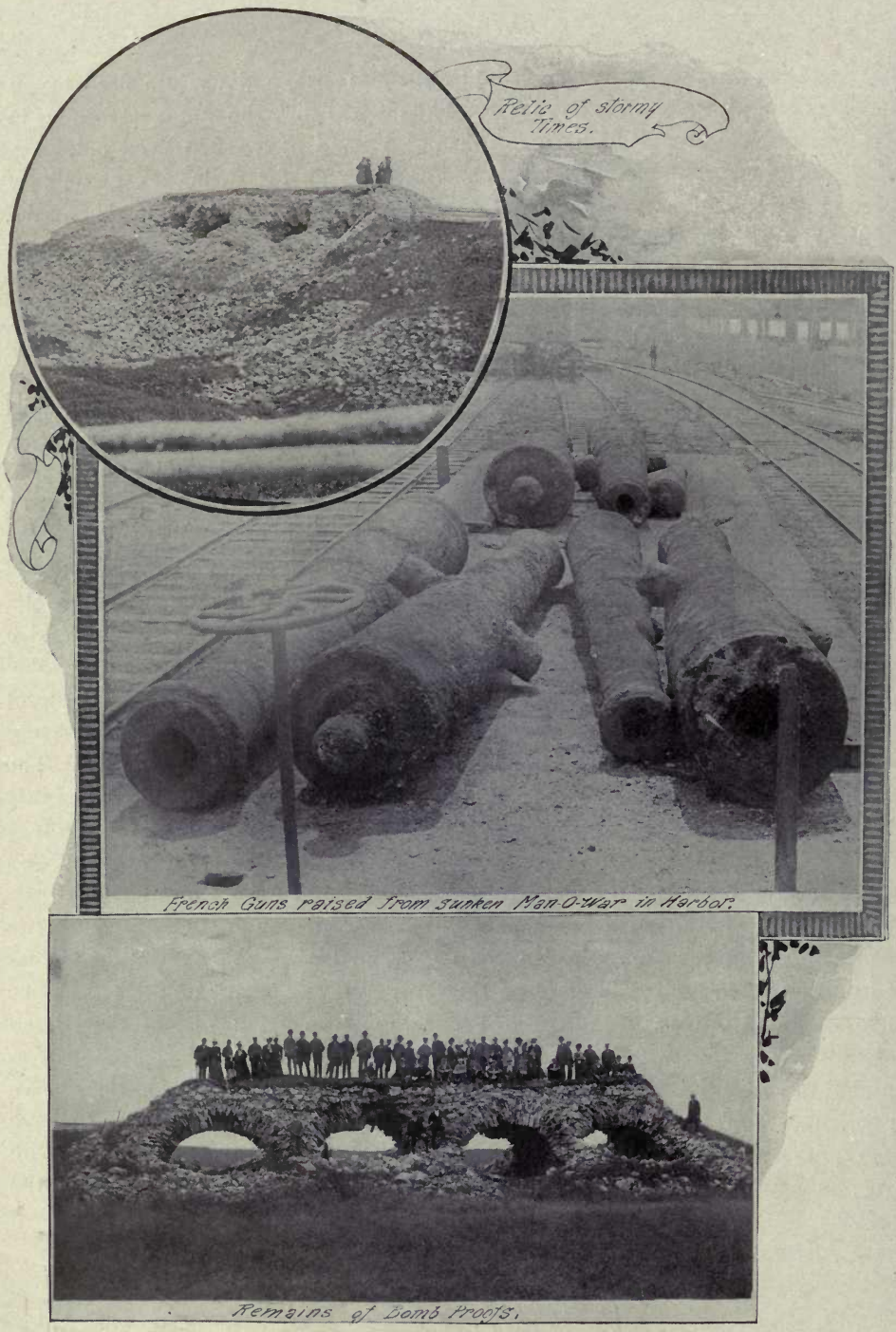
On June 17th Warren's fleet and all the transports sailed triumphantly into the harbor. A body of marines took possession of the Island Battery, and at the same time General Pepperell with the colonial forces entered the city by the Southwest Gate. The French troops were drawn up in line to receive them, and the keys of Louisburg were solemnly delivered up to Pepperell. The British

flag was then for the first time hoisted on the ramparts, and a salute fired by all the ships and all the British batteries. Thus it was that the strongest fortress in America fell before a British squadron and a band of inexperienced colonials, whose endurance, pluck and ready resource made up for their lack of military training and discipline. "The news of this important victory," it has been said, "filled New England with joy and Europe with astonishment." Pepperell was made a baronet and Warren a rear-admiral.

On July 4th, the French prisoners and inhabitants, in all over 4,000, sailed for Rochelle in fourteen transports. The fortress was at once restored, and the French flag kept flying for some time to decoy French vessels into the harbor. By this means a number of extremely valuable prizes were captured, chief of these being the "Notre Dame de la Délivrance," which was loaded with cocoa, beneath which were stored two million Peruvian dollars, besides a large quantity of gold and silver in ingots and bars.

After the capture of Louisburg, the New Englanders of Pepperell's army suffered far more from disease than they had previously done from the guns of the enemy. Hundreds died from fever and dysentery, and now lie buried on Point Rochfort. However, early in the spring about two thousand British regulars arrived, and the colonists were at last enabled to return home. Colonel Hopson was then appointed Governor of Louisburg. At this time the authority of England did not in reality extend beyond its walls, the rest of the island being occupied by roving bands of hostile Indians and a few French settlers. The English garrison obtained their supply of coal from Burnt Head and the Little Bras d'Or, and to protect these places a fort was erected at Burnt Head with a garrison of fifty soldiers, a few soldiers also being stationed at Little Bras d'Or.

The year 1748 saw the war between England and France brought to a close by the Treaty of Aix-la-Chapelle. By this treaty all conquests made since the beginning of the war were restored to their original owners. Thus the fortress of Louisburg and the island of Cape Breton, which had been won at the sacrifice of so many lives, were given back to France, much to the disgust of the British colonies in America, who by no means considered the indemnity of £235,200 granted them by the Imperial Parliament a sufficient recompense for their share in the capture of Louisburg. Unfortunately, the British Ministry seem to have been quite oblivious of the real value of Cape Breton, and because of this more lives, money and time had again to be expended on its recapture from the French.



REMAINS OF FORTIFICATIONS AFTER SECOND SIEGE.

CHAPTER VIII.

THE SECOND SIEGE OF LOUISBURG.

CHIEF FRENCH SETTLEMENTS IN THE ISLAND—LOUDON'S EXPEDITION ABANDONED—ADMIRAL HOLBORNE RETURNS—WILLIAM PITT REAPPOINTED SECRETARY OF STATE—DECIDES ON THE CAPTURE OF LOUISBURG AND THE INVASION OF CANADA—ADMIRAL BOSCAWEN AND GENERAL AMHERST TAKE CHARGE OF THE EXPEDITION AGAINST LOUISBURG—FLEET AT GABARUS BAY—ENGLISH AND FRENCH FORCES—WOLFE'S DIVISION LANDS NEAR FRESHWATER COVE—REDOUBTS AND BLOCKHOUSES ERECTED—WOLFE OCCUPIES THE LIGHTHOUSE BATTERY—ISLAND BATTERY SILENCED—FREQUENT ENGAGEMENTS—DEATH OF LORD DUNDONALD—"ENTREPRENANT" BLOWS UP—ENGLISH ERECT ADDITIONAL BATTERIES—"PRUDENT" AND "BIENFAISANT" CAPTURED—DRUCOUR OFFERS TO CAPITULATE—ENGLISH TROOPS TAKE POSSESSION—REJOICING IN ENGLAND AND THE COLONIES—LOUISBURG RAZED TO THE GROUND—TREATY OF PARIS.

NO apology need be offered for devoting another chapter to the story of Louisburg, for this section of the history of the island is of far more than local, or even Canadian, interest. It was at Louisburg, no less than on the Plains of Abraham, that the question of British supremacy in North America was finally settled. The genius of William Pitt, possibly England's greatest statesman, saw that Louisburg was the key of Canada, and he accordingly, with that remarkable faculty he possessed for selecting the best men, planned and arranged for its second siege.

In 1752 the population of Cape Breton was about 4,125, of whom more than half resided at Louisburg. The rest were scattered among the following settlements: Gabarus, Fourché, St. Esprit, L'Ardoise, St. Peter's, Isle Madame, Arichat, River Inhabitants, Descousse, Baleine, Menadou (Mainadieu), Scatari, Bay of Morrienne, L'Indienne (now Lingan), Baie des Espagnols, the Little Entrance of Labrador (the Bras d'Or), St. Ann's and Niganiche (Ingonish).

Even before the Seven Years' War commenced in Europe, the English and French Colonies were in a state of hostility, Louisburg forming the French headquarters whence the Acadians were encouraged in their resistance to English rule. War was formally declared in 1756, and great preparations were at once made in England for a vigorous campaign in America, but owing to the late arrival at New York of the Earl of Loudon, the new commander-in-chief, little was accomplished that year. Several successful, though small, naval engagements took place off Louisburg, and a few French vessels were captured. The year 1757 also went by with nothing to chronicle except another abortive attempt to take Louisburg. Loudon seems to have wasted the summer in Halifax, and when he

learned that a French fleet had arrived at Louisburg, and that there was a garrison of about 10,000 men there, he gave up all idea of attacking it and returned to New York. Meanwhile Admiral Holborne who had gone to Louisburg with a squadron of fifteen ships and four frigates, found a larger French fleet there, and at once returned without firing a gun. The failure of these attempts caused the greatest discontent and disgust in England. With incompetent statesmen at home, and with still more incompetent generals and admirals abroad, no improvement could be expected. In this crisis the eyes of all turned to William Pitt, and in spite of the King's dislike to him, he was reappointed Secretary of State. With his return to power the tide turned, and the war, begun so disastrously, proved, as Macaulay has said, "the most glorious war in which England had ever engaged." Pitt at once determined on the capture of Louisburg, and the invasion of Canada. To effect the first of these objects a large combined naval and military force under Admiral Boscawen and General Amherst was at once equipped.

William Pitt.

On June 2d, 1758, the British fleet arrived at Gabarus Bay. It consisted of the "Namur," of ninety guns, having on board Admiral Boscawen and General Amherst, the "Royal William," of eighty guns, with Rear-Admiral Sir Charles Hardy, twenty more ships-of-the-line of from fifty to eighty guns each, seventy frigates, two fire-ships, and no less than one hundred and eighteen transports. The land forces numbered over 12,000 men, and consisted of fourteen line regiments, five companies of rangers, a brigade of artillery and engineers, and two hundred carpenters. The Highlanders and Rangers were called by the French, "the English savages, perhaps in contradistinction to their own native Indians, Canadians, etc., the true French savages." General Amherst divided his forces into three brigades, placed respectively under the command of Brigadier-General Whitmore, Brigadier-General Lawrence (at the time Governor of Nova Scotia), and the youthful Brigadier-General Wolfe, the future hero of Quebec.

The French forces at the disposal of the gallant Chevalier de Drucour, the Governor of Louisburg, were far less numerous. They included 3,400 regulars, seven hundred militia, and a large band of Indians. In the harbor were twelve French ships-of-war of from sixteen to seventy-four guns. Since the first siege the fortifications had been greatly strengthened, and every precaution had been taken to prevent the enemy's landing. For five miles along the coast breastworks had been thrown up wherever a landing was considered possible. Eight guns and two mortars were placed in position near Flat Point Cove, eight more at White Point, and eight more in a concealed battery commanding the beach at Freshwater Cove. About 3,000 men defended these works.

General Amherst.

The heavy surf prevented a landing for several days, but on June 8th one was effected by Wolfe's division on a rocky point near Freshwater Cove, which, being deemed inaccessible, had been left unguarded. Many a brave soldier found a watery grave in the attempt, but the enemy were completely paralyzed by the bravery and energy of the British troops. The batteries of the French were speedily carried at the point of the bayonet, their guns captured, and they themselves pursued through the woods almost up to the gates of the town.

In the subsequent operations the English carried out as far as practicable the plan of attack so successfully used by Pepperell at the first siege. An encampment was formed near Flat Point Cove, and redoubts and blockhouses were erected. Meanwhile the French had dismantled and abandoned the Grand Battery. Wolfe was then sent to occupy the Lighthouse Battery. This he did, and also constructed a road to Lorambec, so that heavy guns could be transported to the Lighthouse Battery from the fleet. He also erected batteries above the Careening Wharf, and by their means compelled the French ships to move nearer to the town. In a short time the Island Battery was silenced and the parapets reduced to ruins. As the destruction of this battery removed the

A Rugged Coast
Site of Fortress
Historic Louisbourg.
Erected in 1895
Black Rock

only obstacle to the entry of the British fleet into the harbor, M. de Drucour blocked the entrance by sinking four ships fastened together by strong chains at the narrowest part of the channel. Subsequently two others were sunk. Meanwhile the main body of the British army had been engaged in making the necessary roads, redoubts and trenches. Much of this work had to be done at night to avoid the fire from the fortress and the shipping in the harbor. An outbreak of small-pox added greatly to the sufferings of the troops. On the night of July 9th an attack made by five pickets of the enemy, supported by six hundred men who came from Black Point, upon a company of Forbes' Grenadiers, occasioned heavy losses on both sides. The English dead included Lord Dundonald, who was in command of the post. As an incessant fire was kept up by the enemy from the ground in front of the West Gate upon the British in the trenches, Wolfe on the 16th drove them into the town and took possession of the hills in front of the Barachois, thus enabling the besiegers to push their trenches toward the Dauphin Bastion. An accident, most favorable to the English, occurred on the evening of the 21st. The French ship "Entreprenant" blew up and caused the destruction by fire of two others. As six had already been sunk at the mouth of the harbor, and others had effected their escape at various times, only two French war-ships now remained. After this the trenches were pushed forward with the utmost rapidity, and additional batteries were erected. On the 22nd the citadel was set on fire by the British shells, the barracks sharing a similar fate the following night. General Amherst, in order, as he said, "to make quick work of it," procured four hundred sailors to assist in manning the guns, and the miners rapidly pushed on the approaches to the West Gate.

On the 25th, at midnight, boats from the British fleet, under cover of the fog, crept into the harbor alongside the "Prudent" and "Bienfaisant," the two remaining French ships. Their crews then boarded and captured both vessels

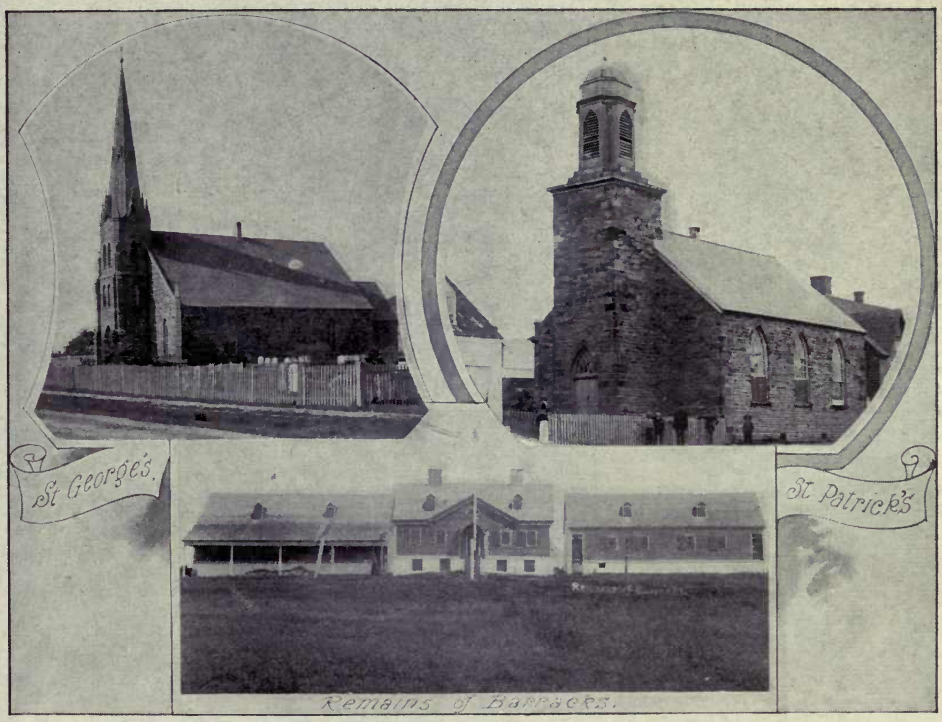
with the loss of only four or five lives. The "Prudent" was burnt and the "Bienfaisant" successfully towed out of the harbor.

It was now evident to all that the fate of the town was sealed. The next day while Admiral Boscawen was discussing with General Amherst a plan to send his six most powerful ships into the harbor to bombard the town, a message arrived from Drucour offering to capitulate, if the French were granted the honors of war. This offer was refused, and Drucour decided to undergo the horrors of a general assault rather than to accept the harsh terms of his conquerors. However, M. Prevot, the Intendant, was petitioned by the inhabitants to use his influence with the Governor to change this decision. Drucour at length yielded to the pressure brought to bear upon him, and agreed to capitulate on the terms offered by the British. Accordingly, on July 27th, 1758, the English troops entered the town, and the French garrison delivered up their arms and colors. The prisoners of war, who numbered no less than 5,637, were sent to England. The merchants, traders and other inhabitants were sent to France. The military stores taken by the English included two hundred and eighteen pieces of iron ordnance, eleven iron and seven brass mortars, 7,500 muskets, besides quantities of round, grape, case and canister shot, shells, musket-balls, cartridges and powder. Eleven sets of French colors were sent to England to the King, at whose command they were deposited in St. Paul's Cathedral amid the roar of cannon and the joyful plaudits of all England. The joy in England and in the English colonies in America was intense. The practical advantage of the fall of Louisburg to England may be gathered from the interesting fact that the insurance on vessels bound to America dropped immediately from twenty-five and thirty per cent. to twelve per cent.

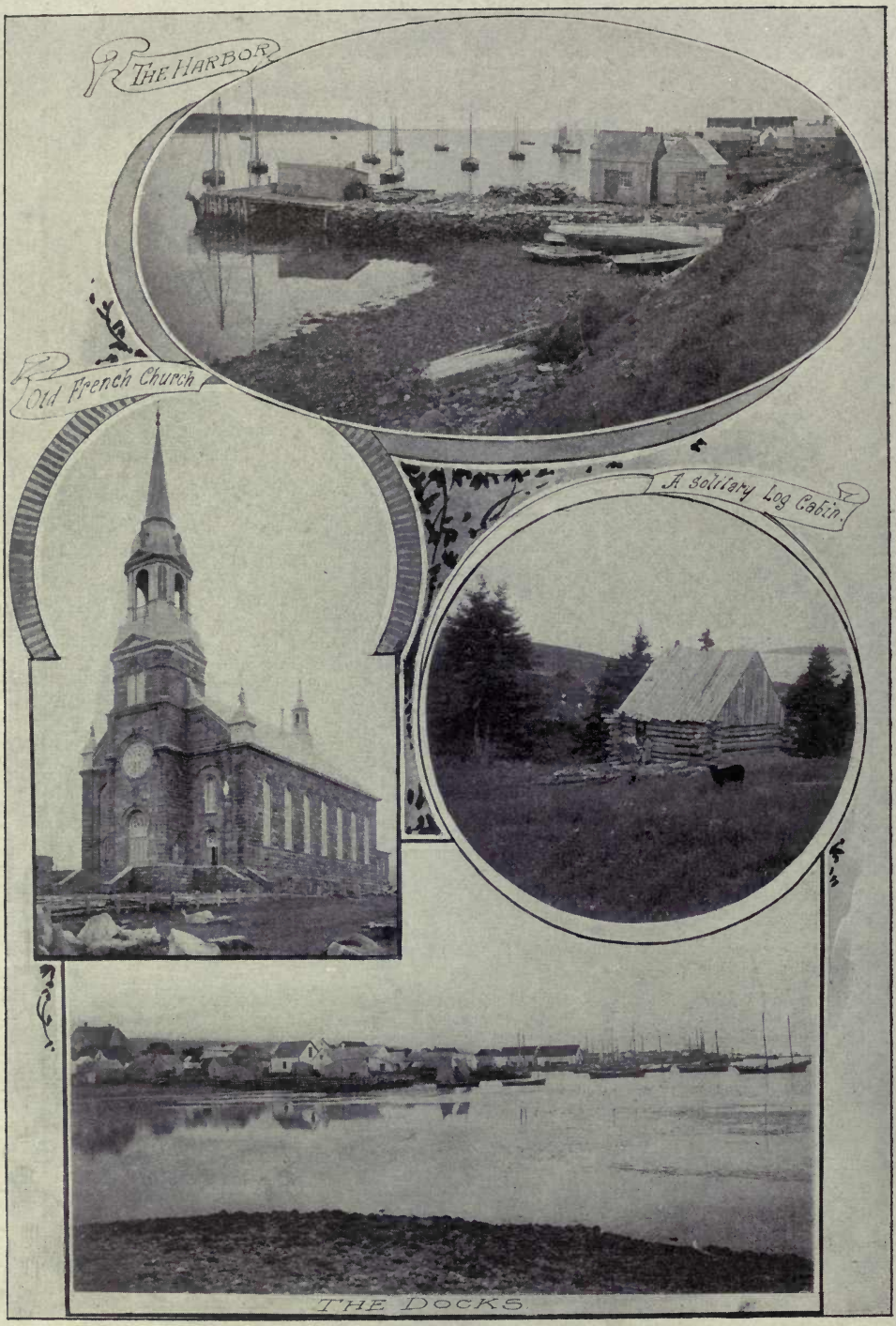
ADMIRAL BOSCAWEN.

As the British Government had already a first-class naval station at Halifax, it was deemed advisable to raze the fortifications at Louisburg to the ground, to

avoid the possibility of its again falling into the hands of the French. For this purpose a party of engineers with miners and sappers were sent out from England, and the work of demolition was rapidly performed. Little more need be said of Louisburg. Until modern times, when it is again coming into prominence as a shipping port of the Dominion Coal Company, there is little of interest to chronicle respecting it. By the treaty of Paris signed in 1763, Cape Breton, Nova Scotia, and the whole of Upper Canada were ceded to England. Since then they have developed into one of the brightest portions of "the British Dominions beyond the Seas."



SYDNEY—ASSOCIATIONS WITH THE PAST. THE FIRST CHURCHES, ANGLICAN AND CATHOLIC, ERECTED ON THE ISLAND. THE TOWN WAS AT ONE TIME GARRISONED WITH BRITISH TROOPS.



Cheticamp, a French Fishing Settlement.

CHAPTER IX.

CAPE BRETON A BRITISH PROVINCE.

ISLANDS OF CAPE BRETON AND ST. JOHN ANNEXED TO NOVA SCOTIA—GRANTS OF LAND IN CAPE BRETON REFUSED—COAL DEPOSITS ATTRACT ATTENTION—POPULATION OF THE ISLAND—ISLAND MADE A COUNTY—TWO REPRESENTATIVES ELECTED—NOT ALLOWED TO TAKE THEIR SEATS—THE TROOPS WITHDRAWN FROM LOUISBURG—CLOSE OF THE WAR OF AMERICAN INDEPENDENCE—LORD SYDNEY BECOMES COLONIAL SECRETARY—CAPE BRETON A SEPARATE PROVINCE—MAJOR DESBARRES APPOINTED LIEUTENANT-GOVERNOR—DECIDES UPON THE FOUNDING OF SYDNEY—ARRIVAL OF THE ASSOCIATED LOYALISTS—BUILDING OF THE TOWN—GRANTS TO SETTLERS—DESBARRES' FIRST COUNCIL—SETTLERS' HARDSHIPS—ERECTION OF ST. GEORGE'S CHURCH—LIEUTENANT-COLONEL MACARMICK THE SECOND GOVERNOR—VISIT OF PRINCE WILLIAM HENRY—SYDNEY MINES LEASED—CONDITION OF THE ISLAND IN 1795—SUBSEQUENT GOVERNORS—POSTAL COMMUNICATION WITH HALIFAX ESTABLISHED—EXISTENCE OF SLAVERY.

THANKS to the ability of her great statesman and the efficiency of her military commanders, England now held undisputed sway in all parts of Canada, including the island of Cape Breton. The province of Canada received a separate government, but the islands of Cape Breton and St. John were annexed to Nova Scotia. Grants of land were readily made to officers and others, both in Canada and Nova Scotia, but unfortunately the English Government refused to make such grants in Cape Breton until after a complete survey had been made. The object of such a course seems to have been the ultimate encouragement of the fisheries and to safeguard against a few individuals obtaining large monopolies. For example, in 1764 the Duke of Richmond petitioned the King for a grant of the whole island for himself "and several others of the nobility and gentry."

The valuable coal deposits of the island were already attracting the attention of speculators. In the same year that the Duke of Richmond asked for a grant of the whole island, Brigadier-General Howe, with other officers, "desirous of becoming adventurers in opening coal mines," asked for a grant of land "extending from the point on the north side of Mira Bay to the southeast side of the entrance into the Labrador, and seven miles inland." This tract, it will be seen, covered the bulk of the great Sydney coalfield. Other applications quickly followed. Although the Lords of Trade recommended the leasing of the coal mines, nothing was then done, and the mines fell into the hands of smugglers and other unauthorized persons, who carried off quantities of coal from the cliffs.

The population of the island was at this time very small. Immediately after

the fall of Louisburg there were only about seven hundred Acadians and three hundred Frenchmen, with an English population, including the small garrison at Louisburg, of certainly not more than five hundred.

In 1765 the Governor and Council made a distinct county of the island, and ordered a writ to be issued, authorizing the freeholders to choose three representatives, who might be non-residents. Acting upon this the inhabitants elected John Grant and Gregory Townsend. They were not allowed, however, to take their seats, on the ground that they had been elected by the inhabitants and not by the freeholders of the county. As there were not any freeholders in the island, the people of Cape Breton were manifestly most unjustly treated.

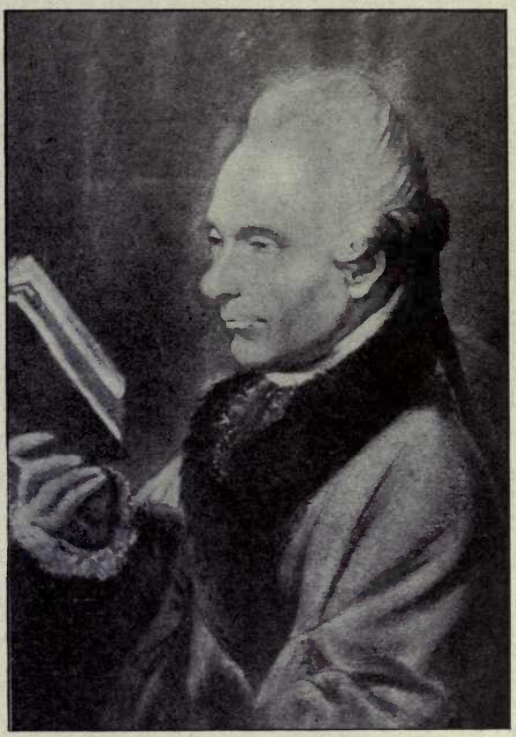
After the withdrawal of the troops from Louisburg in 1768, the state of the island was most discouraging, and the population of the town decreased greatly. According to a report made by Governor Francklyn, in that year there were only one hundred and forty-two houses standing in the town, of which only thirteen were in good and sixty in tolerable repair, and of these only twenty-six were occupied. Mr. Cottnam, the chief magistrate, and other persons of property, fearing the prevalence of lawlessness as a consequence of the removal of the troops, threatened to withdraw from the town.

Even at this early period adventurous merchants from Jersey had already planted flourishing fishing establishments at Arichat and at Cheticamp. At the close of the war of American Independence, when royalist refugees were fleeing to the province of Nova Scotia, many of them were most anxious to obtain grants and to settle in Cape Breton. For a while the English Government maintained its unsatisfactory policy. The year 1784, however, marked the beginning of an era of hopeful promise for the island. In that year the Hon. Thomas Townsend, who had recently been created Lord Sydney, became Secretary of State for the Colonies. He at once inaugurated a new policy. Cape Breton, St. John's Island, and New Brunswick, were formed into separate provinces. Grants were now authorized to be made in the island, all minerals, however, being reserved to the Crown.

On July 7th, 1684, Major Frederick Wallet DesBarres was appointed Lieutenant-Governor of Cape Breton. Shortly afterwards Parliament voted £1,750 for "defraying the charges of the Civil Establishment of His Majesty's island of Cape Breton." The new Governor had previously greatly distinguished himself at Louisburg and on the Heights of Abraham. For the twenty years preceding his appointment to the lieutenant-governorship he had been actively employed in making and preparing for publication surveys of the coasts and harbors of Nova Scotia and Cape Breton. The geographical knowledge Governor DesBarres had thus arduously obtained, he at once put to practical use. Recognizing the splendid location of Spanish Bay, he determined to form a settlement on the peninsula at the head of the south arm of the harbor, and to

make it the seat of government for the island. To the infant town he gave the name of Sydney, in honor of the Colonial Secretary, under whose far-seeing guidance a prosperous future was already dawning upon Cape Breton.

It was about the end of October, 1784, that the first considerable influx of settlers came to Cape Breton. Three vessels then arrived, having on board about one hundred and forty persons known as the "Associated Loyalists." Some settled at Baddeck, others at St. Peter's, but the majority spent the winter at Louisburg, and in the spring migrated in a body, together with Governor DesBarres, to the site of the new town. The woods were at once cut down and burned; the town was laid off in streets, and barracks were erected for the six companies of the Thirty-third Regiment which had come from Halifax. Shanties were put up for the immediate accommodation of the settlers, while a number of houses of a better description were at once commenced. DesBarres seems to have gladly shared the hardships of the poorer settlers. The Governor did all in his power to attract settlers to the island. In addition to grants of land, three years' provisions, clothing for themselves and families, lumber and material for the erection of buildings, tools and implements were offered. As a result of this generous offer over 3,000 more settlers came to the island. Most of these new settlers were kept busy preparing for the coming winter. A few, however, devoted their attention to the fisheries. The mines on the north side of the harbor were re-opened and worked by the Government.



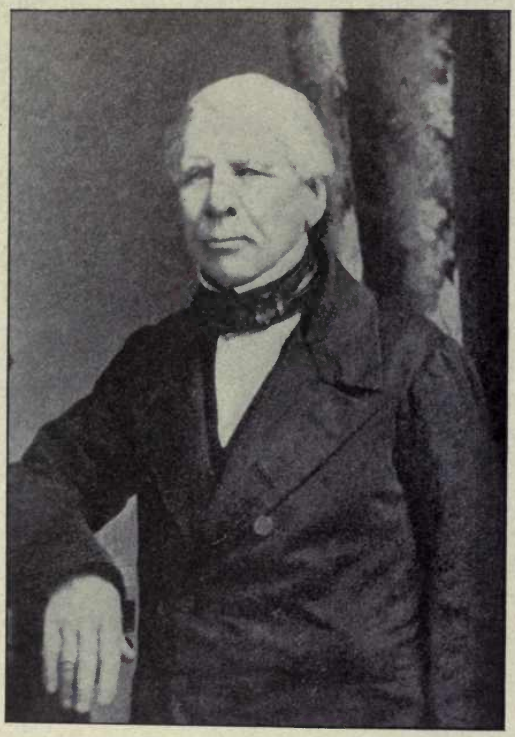
GOVERNOR DESBARRES.

The following gentlemen were duly appointed by DesBarres to form his first council: President, Richard Gibbons, Chief Justice; David Matthews, Attorney-General; William Smith, Military Surgeon; Thomas Moucrieff, Fort Adjutant; J. E. Boisseau, Deputy Commissary of Musters; Rev. Benjamin Lovell, Military Chaplain.

The civil establishment consisted of the following gentlemen, all of them

paid by the British Government: Chief Justice, Richard Gibbons; Attorney-General, David Matthews; Clerk of Council, Provincial Secretary, and Registrar of Deeds, Abraham Cuyler; Surveyor-General, Thomas Hurd; Comptroller of Customs, William Brown; Naval Officer, George Moore; Postmaster, Thomas Uncle.

The hardships endured by the settlers in the little colony were many. During the first winter (1785-1786), they were at one time reduced to such straits for food that DesBarres, with the advice of the Council, sent a party to seize a cargo of provisions in a Quebec vessel, icebound at the time in Arichat Harbor. The master, however, agreed to sell both vessel and cargo, and she was then cut out of the ice and taken to Louisburg, whence the stores were dragged on sleds to Sydney.



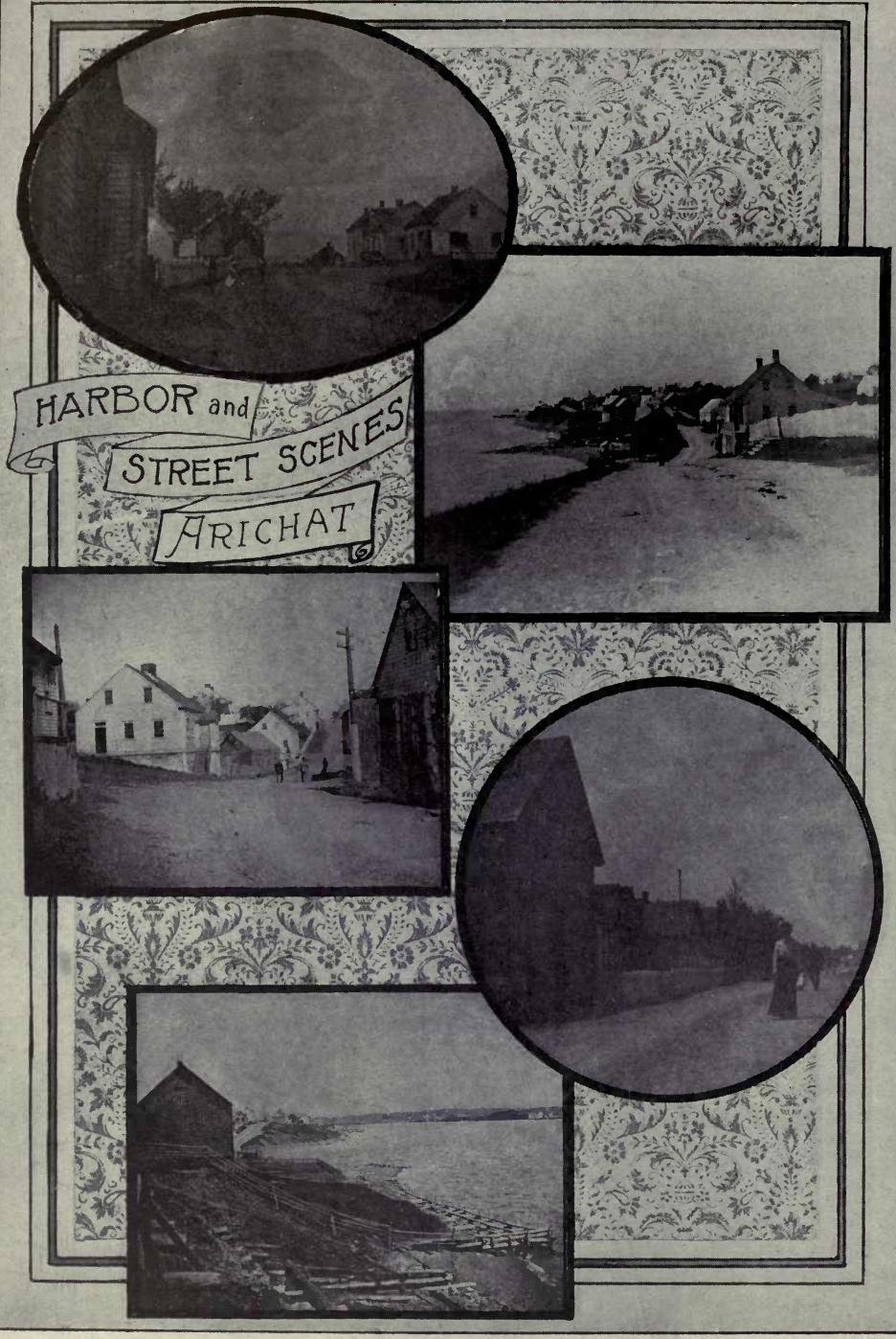
Chief Justice Dodd.

Governor DesBarres' period of office was far from peaceful. Then, as was frequently the case in later years, there was constant friction between the civil and military authorities, which gave rise to numerous unedifying disputes. The upshot of the matter was DesBarres' recall in 1787. In 1786 Archibald Dodd, who afterwards became Chief Justice, was appointed Clerk of the Council. In the same year the first rector of St. George's Church was appointed in the person of the Rev. Ranna Cossit. St. George's Church was erected soon after his appointment, the British Parliament voting liberal subsidies toward it. The second Governor was Lieutenant-Colonel Macarmick, who soon became involved in a long quarrel with Richard Gibbons, the Chief Justice, the outcome of which was the latter's suspension from office. In 1788 Sydney was visited for the first time by a member of the royal family. In that year Prince William Henry, who later reigned as William IV, visited the town in the "Andromeda," the frigate which he then commanded. He spent several days in Sydney, and was most hospitably entertained. Until the unfortunate destruction of the old Crawley homestead by fire, the chimney-nook once occupied by the Prince was proudly

exhibited to visitors. It was in his honor that Prince William Henry Street was named.

Soon after Macarmick's appointment he leased the Sydney mines to Thomas Moxley. Upon his death in 1791 they were leased to Messrs. Tremain and Stout, whom he speaks of in a letter to the Secretary of State as "the only respectable merchants in the place." During his administration a number of grants of land were made, chiefly around Sydney Harbor, and also at Little Bras d'Or, Baddeck, Margaree, Cheticamp, Port Hood, Arichat, and River Inhabitants. In 1793, as a result of the French Revolution, war again broke out between England and France. It was feared that Cape Breton might suffer from French privateers. All the garrison, with the exception of an officer and twenty men, had been withdrawn to Halifax, and the people of the island were in the greatest imaginable state of alarm. At this juncture the Governor and Council decided to call out the militia. The small population of the island can be estimated by the fact that the total number thus enrolled was four hundred and twenty-three men. After having held the position of Lieutenant-Governor for seven years, Macarmick returned to England in 1795. The condition of the island at that time was evidently most unsatisfactory. Sydney had a population of only one hundred and twenty-one people, twenty-six of whom were, it is said, preparing to emigrate. The town consisted of only eighty-five houses, about a third of which were in ruins.

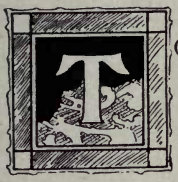
In 1797 Brigadier-General Ogilvie, then the Commandant at Halifax, was sent to administer affairs in Cape Breton. In 1799 he was succeeded by Brigadier-General Murray, whose reign was also short and uneventful. He was followed in 1800 by Major-General Despard, during whose term of office the first settlers from the Highlands of Scotland arrived in Cape Breton. In 1807 Despard was succeeded by Brigadier-General Nepean. Brigadier-General Swayne became the next Governor in 1813. During his term of office he organized the militia and repaired the batteries on both sides of Sydney Harbor in order to guard against possible attacks from American privateers. General Ainslie became the next Governor in 1816. In the following year overland postal communication between Sydney and Halifax was commenced. During the winter an Indian carried the mail across the frozen lakes and through the woods of the island. Another interesting feature of this period is the fact that slaves were at that time owned in the island. This may be seen by a reference to the interesting registers of St. George's Church.


HARBOR and
STREET SCENES
ARICHAT

CHAPTER X.

THE HIGHLAND SETTLEMENTS.

CAPE BRETON'S POPULATION LARGELY OF SCOTTISH ORIGIN—GAELIC STILL SPOKEN—GAELIC SERVICES—YEARLY SACRAMENT—CAUSES OF THE HIGHLAND EMIGRATION TO CAPE BRETON—SHIP HECTOR ARRIVES AT PICTOU IN 1773—SETTLEMENTS IN INVERNESS COUNTY—AROUND THE BRAS D'OR LAKES—FIRST SHIP WITH SCOTTISH EMIGRANTS ARRIVES AT SYDNEY, 1802—HARDSHIPS ENDURED BY THE SETTLERS—THEIR IMPROVED CONDITION.



O-DAY the population of Cape Breton, Victoria, and Inverness Counties, especially in the strictly rural districts, is very largely of Highland Scottish origin. In hundreds of homes Gaelic is the language used, and even yet there are old people who speak no other tongue. At the Presbyterian churches in the rural districts the English service is still followed by another in Gaelic. One of the most interesting features of the life of the old Scottish Covenanters still survives in the open-air services held at the time of the sacrament. When this sacred ordinance is to be administered, the people with their ministers and elders gather from far and near to the church where it is to take place. The services in connection with it consist of sermons in English and in Gaelic, prayers by the pastors and prominent members of their flocks, and the singing of the Psalms in Gaelic. As the church is often unable to hold those wishing to be present, the services, in fine weather, take place in a field adjoining it, the people sitting upon the grass while the preacher exhorts them from a structure in form very similar to a sentry-box. There, beneath the blue sky of heaven, the dark fir-clad hills forming a background, and the blue sea or the placid lake stretched out in front, the sacred emblems are dispensed to these hardy Highlanders in a manner similar to that which has prevailed for centuries in their old Scottish fatherland beyond the seas. During sacrament time everyone keeps open house, and the settlement's resources are taxed to their utmost. That this custom should eventually become a thing of the past is indeed a pity, but the remorseless march of modern ideas, and the busier lives that men live to-day, cannot but bring about this result. Meanwhile, the older people who have been nurtured and brought up among these pious customs, will cling with a tender devotion to the Gaelic language in divine worship, and the maintenance of these yearly meetings for the administration of the sacrament.

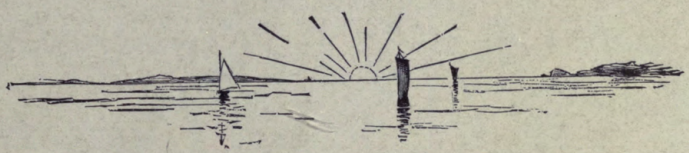
The story of the coming, the hardships, the patient perseverance and the indomitable courage of the forefathers of these people, is one that is full of interest

and oftentimes deeply pathetic. Brown traces the causes of their coming to Canada back to the risings made in 1715 and 1745 in the Scottish Highlands, with the object of restoring the Stuart dynasty to the throne of Great Britain. After the complete defeat of the Stuart cause at Culloden, the Highlands were occupied by English troops with the avowed object of keeping the clans in subjection. The Government soon recognized the value of the brave though restless character of the Highlanders, and wisely raised a number of regiments, which were allowed to use all the distinctive dress of the different clans, and to march to the strains of the bag-pipe. Many of these hardy Highland warriors took part in the second siege of Louisburg. At the conclusion of the war, when a large number of troops were disbanded, many of them decided to settle in Canada. Having done so with success, they wrote in glowing terms to their friends at home of their happy condition in the land of their adoption. Meanwhile many of the landlords in the Highlands were anxious to be clear of their tenants in order that they might devote their land to the more profitable industry of sheep and cattle raising. Circumstances thus conspired to direct attention to emigration. It is said that from 1773 to 1803 whole estates were converted into sheep farms, and as a result hundreds of the tenants were forced to seek new homes in America. In many cases the landlords gladly paid the passage money across the Atlantic. Thus it came about that hundreds emigrated, some willingly setting out to seek their fortunes in the new country, others, to whom love of home was a passion almost as intense as their love of their religion, leaving with the greatest reluctance.

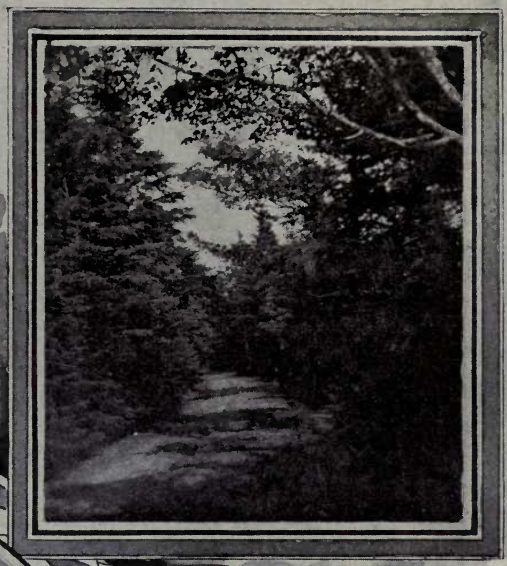
Probably the first Scotch settlers to come to Canada were a number of officers and men of Colonel Fraser's Highland Regiment, who settled in Prince Edward Island (then known as St. John's Island) in 1769. The first ship with Scottish emigrants on board to arrive in Nova Scotia was the "Hector," which came to Pictou in 1773. With the Scottish population of the province, to be descended from some one who came over in the "Hector," is as great an honor as it is in New England to be able to trace one's descent from some of those who came in the "Mayflower." The "Hector" was followed by other emigrant ships in rapid succession. It was in 1791 that two ships arrived at Pictou from the Hebrides with emigrants of the Roman Catholic faith. These settled near Antigonish, and some crossed over to Cape Breton, settling along the shores of Inverness County, which was called after the county of the same name in Scotland. These were quickly followed by others, and soon some of these hardy emigrants forced their way to the shores of the Bras d'Or Lakes. Later the emigrant ships were sent direct to the Lakes. The first of these ships arrived at Sydney on August 16th, 1802, with two hundred and ninety-nine passengers. As it was late in the season the Council voted, by way of loan, three pounds ten shillings to every married couple; one pound to each child over, and fifteen shillings to each child under twelve years old. The tide of emigration to Cape Breton continued

until 1828, and it is estimated that about 25,000 people of Scottish descent were thus brought to the island.

The hardships endured by these early settlers must have been in many cases intense. There were no roads. Homes and farms had to be made from the virgin forests. Provisions and seeds were often carried for miles through blazed forest paths upon the shoulders of the settlers. In spite of all, or possibly because of all the hardships thus endured, these Highland settlers thrived and prospered. While they did not make fortunes, they made comfortable homes, provided with all the necessaries, if there were but few of the luxuries, of life. Their condition, as owners of their own farms in Cape Breton, was certainly far superior to that which they had enjoyed as tenants in Scotland. To-day they represent the backbone of the country, and many a simple country home in Cape Breton has sent forth its sons, nursed in the stern school of adversity, to grace the pulpit, the bar, the medical profession, the political platform, or the place of business, in the large cities of Canada and the United States.



An old Habitant of Petit-de-Grat showing Head Dress of past Centuries.



Lockside a pretty Drive.

Beauchois Beach. Surf bathing Resort.

DRESSING FISH

Old French Cannon from Historic Citadel of Quebec.

Scenes at Arichat Chief Settlement of the French Acadians in Cape Breton.

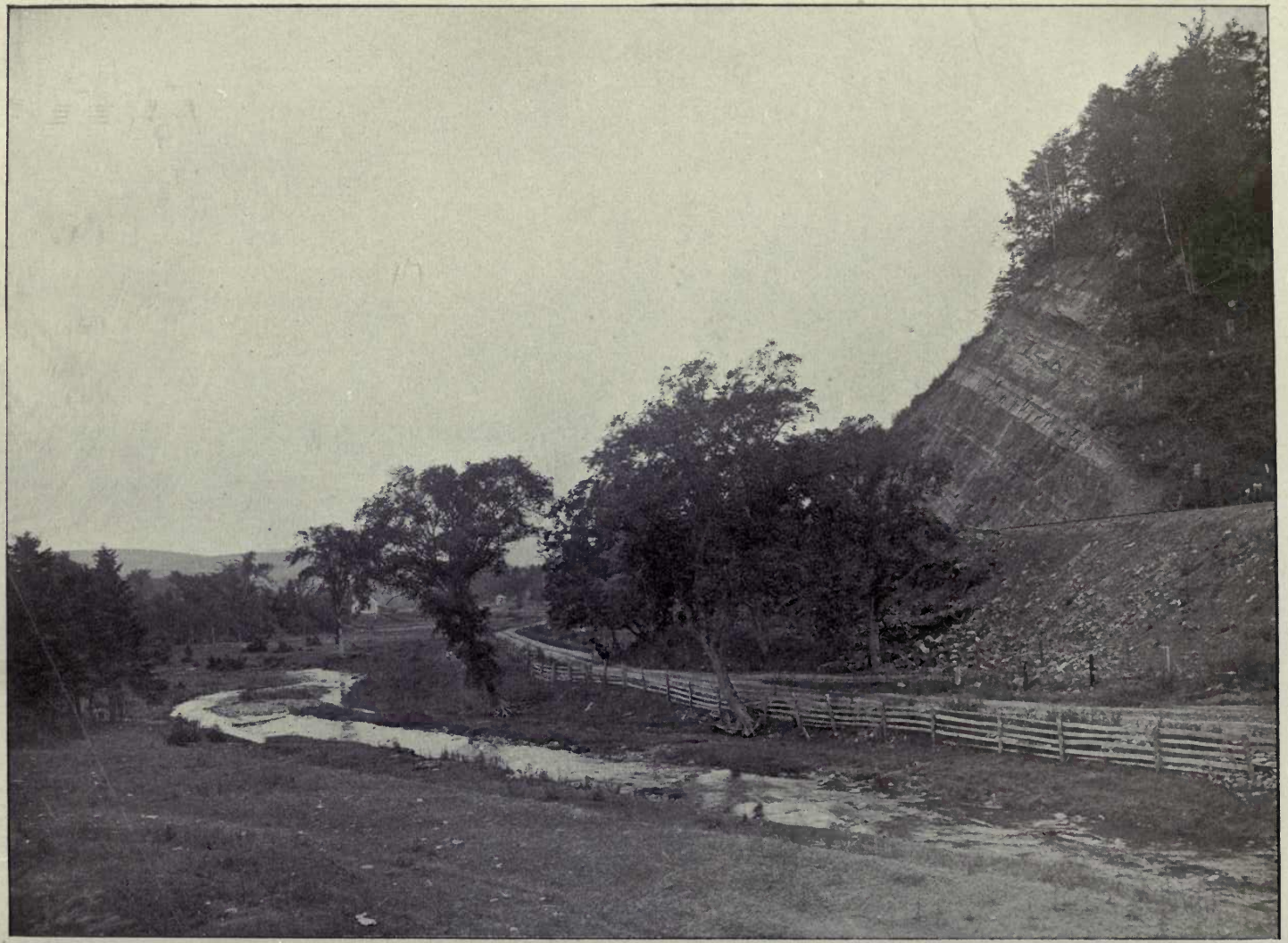
CHAPTER XI.

THE ISLAND ANNEXED TO NOVA SCOTIA.

DISPUTE OVER THE DUTY ON RUM—THAT DUTY, AND CONSEQUENTLY ALL DUTIES LEVIED BY THE GOVERNOR AND COUNCIL DECLARED ILLEGAL—BRITISH GOVERNMENT DECIDES TO ANNEX THE ISLAND TO NOVA SCOTIA—PROPOSAL MEETS WITH STRONG OPPOSITION IN CAPE BRETON—SIR JAMES KEMPT CARRIES THE SCHEME INTO EFFECT—PETITION AGAINST IT SENT TO THE ENGLISH HOUSE OF COMMONS—PETITION TO QUEEN VICTORIA IN 1843—PRIVY COUNCIL DECIDES AGAINST THE PETITIONERS—ELECTION OF RICHARD JOHN UNIACKE, JR., AND LAWRENCE KAVANAGH TO THE HOUSE OF ASSEMBLY—LAWRENCE KAVANAGH BEING A ROMAN CATHOLIC NOT ALLOWED TO TAKE HIS SEAT—THE GRIEVANCE REMOVED—HISTORY OF THE ISLAND AFTER ANNEXATION.

AN apparently trifling circumstance very frequently gives rise to events of great importance. The annexation of the island of Cape Breton to the neighboring province of Nova Scotia, which at the time aroused much bitter opposition, but is now universally recognized as being greatly to the island's advantage, was due to such a circumstance. For years the revenue needed to maintain the government of the island had been raised from the coal mines and from a duty of one shilling upon every gallon of rum. In 1816 Messrs. Leaver and Ritchie, the lessees of the coal mines, resisted the payment of this duty on rum on the ground that the King had, both by the proclamation of 1763, when the island was annexed to Nova Scotia, and also by the fifteenth article of his instructions to Governor Parr, when the island was made a separate province, relinquished his prerogative of making laws which would impose a tax upon the people. A case made out against the lessees to recover the duty was tried before Chief Justice Dodd, with the result that a verdict was found for the defendants. The legal advisers of the Crown, when appealed to, concurred in this decision. Consequently every duty collected in the past was illegal, and none could be legally collected in future by the Governor and Council. Two courses were open—to convene an Assembly or to re-annex the island to Nova Scotia. The British ministry chose the latter.

When word first reached Cape Breton of the intention of the Home Government, it at once aroused a storm of opposition. A strongly worded protest was sent to Lord Bathurst, the Colonial Secretary, by the people of Sydney and the surrounding country, in which they asked for an Assembly, and prayed "that his lordship would adopt such measures as would secure to them the blessings to which, as loyal British subjects, they were entitled." The protest was, however, unavailing, and Sir James Kempt, who in 1820 became Governor of Nova Scotia,



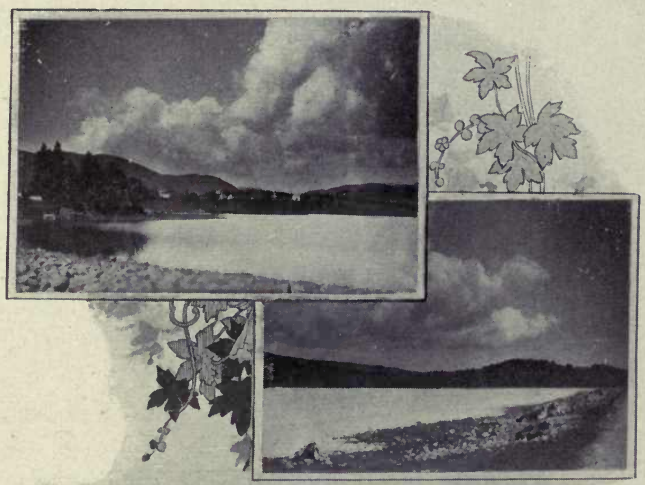
Brook Scene. Glendyer. Mabou.

was instructed to carry the annexation into effect. He at once sailed for Sydney, and on October 16th, 1820, issued a proclamation creating the island of Cape Breton a county of the province of Nova Scotia, and announcing that a writ had been issued for the election of two members to represent the island in the General Assembly of Nova Scotia, and dissolving the Council of the island of Cape Breton. But the feeling against the union was still strong. Meetings were held, resolutions passed, and a petition against the change was sent to the British House of Commons, in which reference was made to what was described as "the unjust and ruinous attempt of His Majesty's Government to unite the Colony of Cape Breton to that of Nova Scotia, in violation of all law, humanity and good faith—an attempt involving every right to liberty, property and security, ever considered as irrevocably possessed by British subjects residing in the colonies, and deprived of which they must be degraded below the subjects of the most despotic States." For years after this the question was agitated, and as late as 1843 a petition on the subject was sent to Queen Victoria. The matter was in 1846 referred to the Judicial Committee of the Privy Council who, after hearing counsel both for the petitioners and the Crown, decided against the claims of the petitioners. Gladstone, at that time Under-Secretary of State, communicated the decision to Lord Falkland, then the Lieutenant-Governor of Nova Scotia. After this nothing further was attempted towards a repeal of the union. Since the annexation the island has made great advances in the development of its mines, its fisheries and its agriculture.

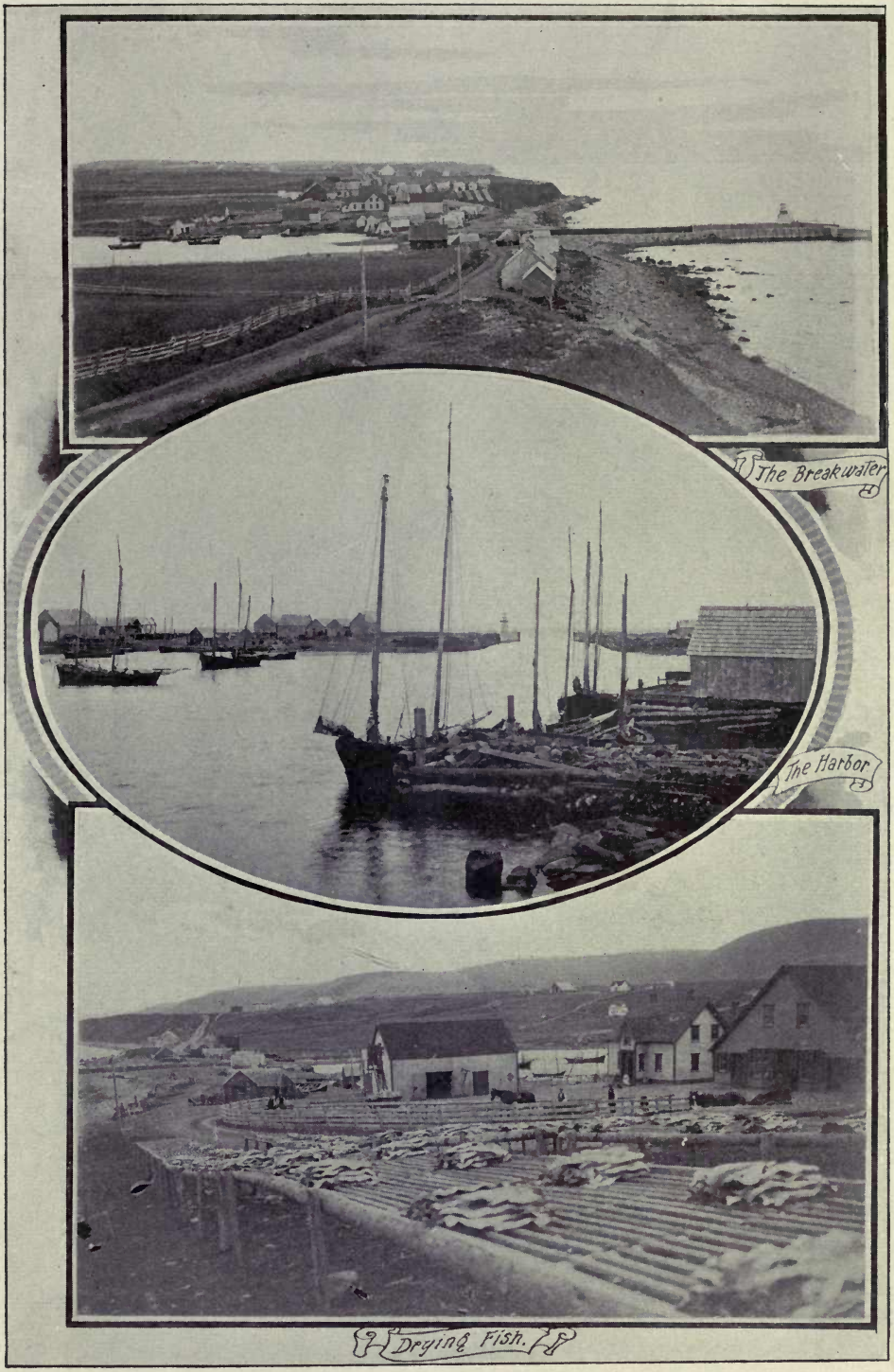
In accordance with Sir John Kempt's proclamation announcing the annexation, two members were elected to represent Cape Breton County in the General Assembly—Richard John Uniacke, Jr., and Lawrence Kavanagh. Owing to the fact that the latter gentleman was a Roman Catholic, he could not subscribe to the declaration against "popery and transubstantiation," and consequently was unable to take his seat. Fortunately Sir James Kempt was a man of broad and liberal views, and used his best endeavors with the authorities in England to enable Mr. Kavanagh to take his seat upon taking the customary oath, omitting the objectionable declaration. His efforts were successful, and on April 3d, 1822, the House of Assembly passed the following important resolution, which gave equal civil privileges, irrespective of their creed, to all British subjects in the province: "Resolved that His Majesty, having been graciously pleased to give his consent that Lawrence Kavanagh, Esquire, elected to represent the County of Cape Breton, a gentleman professing the Roman Catholic religion, should be permitted to take a seat in the House without making the declaration against popery and transubstantiation, that this House, grateful to His Majesty for releasing his Roman Catholic subjects from the disability they were heretofore under from sitting in the House, do admit the said Lawrence Kavanagh to take his seat, and will in future permit Roman Catholics, who may be duly elected, and shall be

qualified to hold a seat in the House, to take such seat without making the declaration against popery and transubstantiation, and that a committee be appointed to wait upon His Excellency the Lieutenant-Governor, and communicate to him this determination of the House."

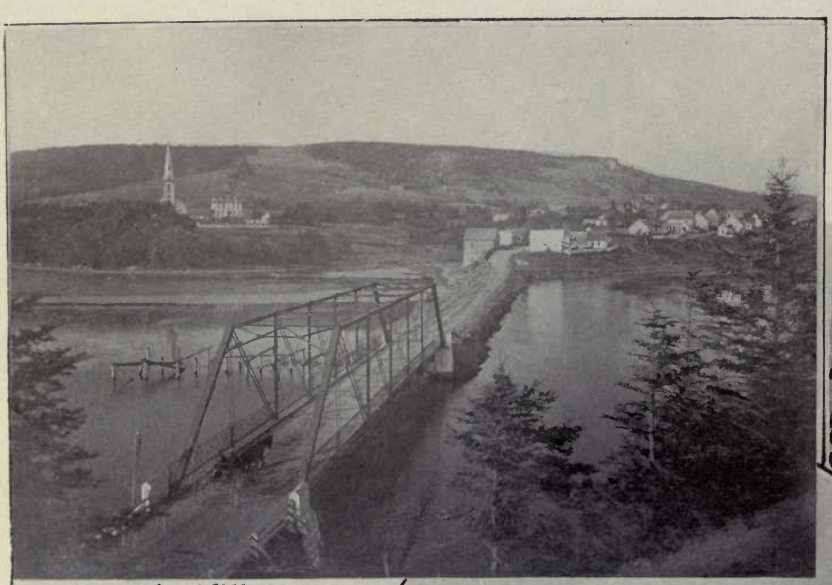
The history of the island since annexation has been comparatively uneventful. It is mainly a story of gradual industrial development, leading on to the great impetus which the island received from the erection of the large plant of the Dominion Iron and Steel Company at Sydney. The history of the General Mining Association and their successors, the Nova Scotia Steel and Coal Company; the events which led up to the formation of the Dominion Coal Company and its subsequent growth; the erection of the Dominion Iron and Steel Company's works at Sydney; the construction of the various lines of railway—all this is reserved for the section of this work which treats of the resources and industries of the island.



Scenes on Freshwater Lake, — Inganish. —



GRAND ETANG, A FRENCH FISHING STATION ON THE WEST COAST.



The Village.

Entrance to Harbor.

River Scene.

Scenes at Mabou.

CHAPTER XII.

NA GAIDHEIL AN CEAP BREATUNN.

CARADH NAN GAIDHEAL, 'SAN T-SEANN DUTHAICH—AN DEUCHAINNEAN 'SAN DUTHAICH UIR—AN SOIRBHEACHADH A LEAN AN SAOTHAIR.

BY J. G. MACKINNON, Editor of *Mac-Talla*.

AM measg nan Gàidheal, anns gach dùthaich sam bheil iad, is tric a chluinnear a bhi gearain air na fasanan Gallda. Tha iad a' tolladh a stigh a lion beagan is beagan, a' cur nan seann fhasanan Gàidhealach air chùl, agus cha 'n urrainnear am bacadh. Tha an ni ceudna 'dol air adhart ann an dùthchannan eile, fasanan is cleachdaidhean nan dùthchannan beaga a' dol á sealladh 's fasanan is cleachdaidhean nan dùthchannan mora a' gabhail an àite. Is dual do 'n chùis leantuinn mar sin, gus mu dheireadh thall am bi a mhor chuid de 'n t-saoghal mar aon dùthaich agus mar aon shluagh, air-neo gus an gabh muinntir gach dùthcha aithreachas 's am pill iad gu gnàths an aithrichean fein.

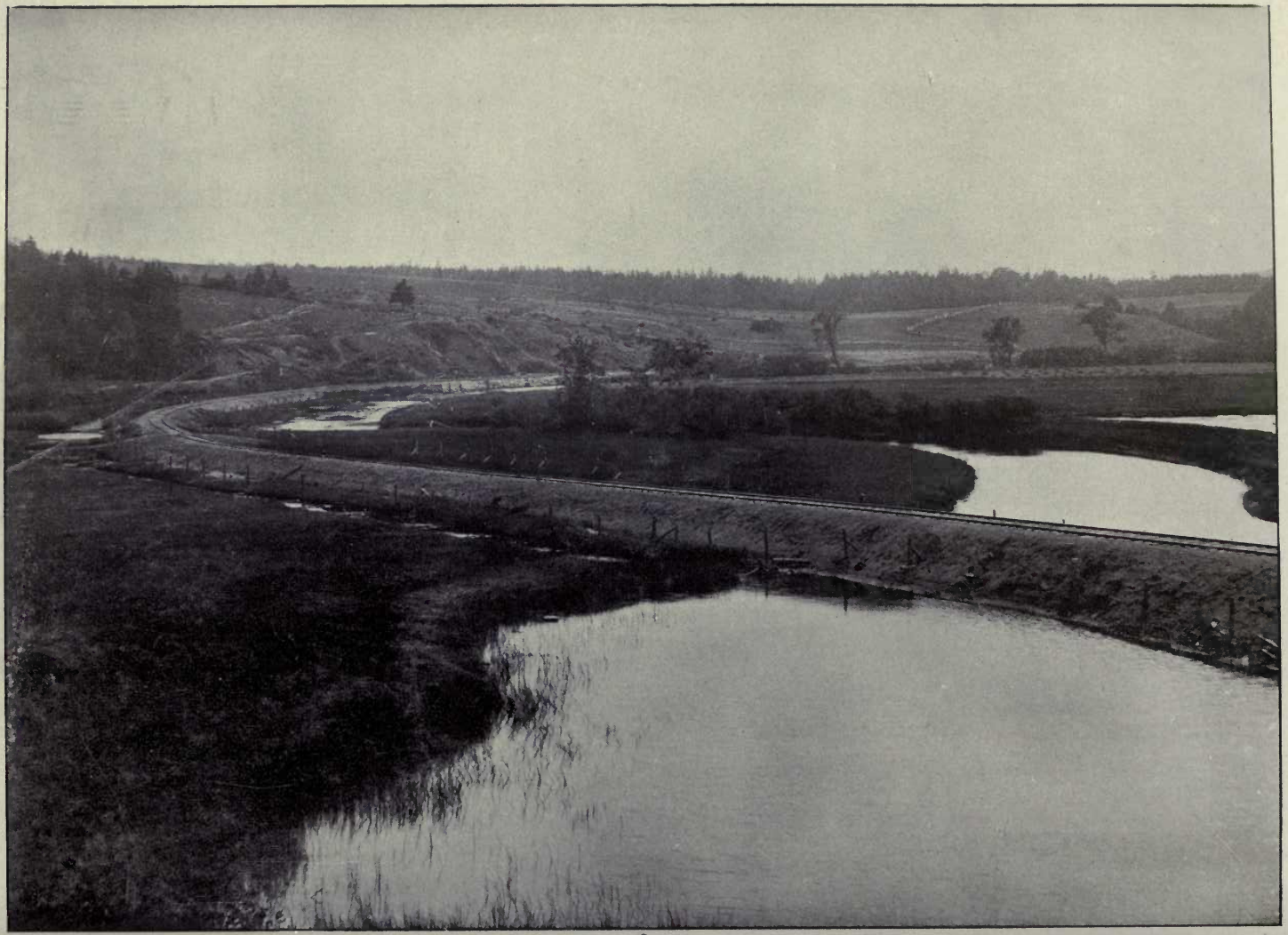
Cha mhor a smaoinicheadh gu 'n deanadh atharrachadh fasain sluagh treun, tir-ghràdhach mar bha na Gàidheil a chur air imrich thar cuain, ach cha 'n eil teagamh nach b' e 'n t-atharrachadh cleachdaidh a thainig orra mar shluagh an deigh Bliadhna Thearlaich is coireach gu bheil an eachdraidh ghoirid so ri sgriobhadh an diugh. Gu ruige 'n t-àm sin bha na Gàidheil air an roinn na 'm fineachan, anns an robh gach ceann-feadhna mar athair teaghlaich mhoir agus an fhine uile mar chloinn dha. Anns na làithean sin b' i toil a chinn-fheadhna ann an tomhas mor toil na fine, agus b' e math na fine math a' chinn-fheadhna. An àm togail creiche no toirt a mach tòrachd bha iad mar aon duine: an àm sìthe bha gach duine na 'thuathanach, agus an àm cogaidh bha gach duine na 'shaighder. Agus cha 'n eil teagamh mur biodh Bliadhna Thearlaich, nach biodh a mhor chuid de na Gaidheil air fuireach an tir na beann, 's nach biodh an sliochd an sin an diugh ag iasgach, a' sealg 's a' dol air àiridh mar bu nòs ri linn Dhonnachaidh Bhàin. Ach cha b' e sin a bha 'n dàn dhaibh. Bha rompa sgapadh air feadh an t-saoghail, agus bha blàr Chuilfhodair agus na reachdan cruaidhe Sasunnach a thàinig na dhéigh coireach ri obair an sgapaidh a thòiseachadh. Na 'n robh iad air am fàgail fo 'n t-seann òrdugh, an saorsa nam beann, cha mhor dhiubh a ghluaiseadh gu bràth á dùthaich an sinnsireachd, ach fo 'n òrdugh ùr chuireadh eiginn orra. Bha 'n t-sìth a chumail o bhliadhna gu bliadhna, gun chothrom falbh is tighinn mar a chleachd iad, ro-chuingeil leotha. Bhristeadh na bannan dàimh is dilseachd a bha roimhe sin a' ceangal nam fineachan ris na cinn-fheadhna. Cha 'n fhaodadh an ceann-feadhna a shluagh a ghairm a mach gu cogadh ni b' fhaide, agus a lion beagan is beagan thainig e gu

"The Gorge" at Glendyer, Mabou—Inverness and Richmond Railway.

bhi call a dhreuchd mar athair a shluaigh 's gu bhi fàs na uachdaran fearainn, 's iadsan na 'n tuath bhig 's na 'n croitearan. Dh' fhadaidh so an cridheachan an t-sluaigh spiorad an-fhois, agus mu 'n do ruith moran bhliadhnachan thòisich buidhnean beaga dhiubh ri dhol air imrich thar cuain. Thòisich na cinn-fheadhna aig an àm cheudna ri barrachd dhe 'n ùine chur seachad air a' Ghalldachd, agus an sin bha iad a' cur cùl ri cleachdaidhean na Gàidhealtachd, 's a' call an eòlais air an luchd-cinnidh. Agus mar bha iad a' call an eòlais orra bha iad a' call am bàigh riutha 's mar sin air an ullachadh air-son na rinn iad an ceann tìme. Ann am frithealadh nan cruinneachaidhean greadhnach is fleadhach anns na bailtean-mora, rinn moran dhiubh ana-caitheamh air am maoin. Cha robh an sporanan ro-throm, ach ged nach robh, dh' fheumadh iad ceum a chumail riuthasan aig an robh saoibhreas. Bha iad mar sin bliadhna 'n deigh bliadhna a' dol anns na fiachan, agus air a cheann mu dheireadh b' fheudar do iomadh fear dealachadh ris an oighreachd a fhuair e o shinnsir, 's a bhuineadh air tùs do 'n fhine cho math 's a bhuineadh i do 'n cheann feadhna. Aig an àm a bha so a' tachairt bha pris mhor air caoraich 's air crodh, agus air son an crannchur a leasachadh, thòisich iad ri cumail spreidhe 's chaorach. Agus nuair bha am fearann a' fàs gann, thòisich iad ri fògradh an t-sluaigh air-son tuilleadh àite dheanamh do na h-ainmhidhean. B' ann air am fògradh mar so a bha moran dhiubhsan a shuidhich ann an Canada. Gun teagamh thainig moran eile de shaors' an toile fein, air dhaibh a bhi faotainn misnich uapasan a bha bhos rompa ; ach faodar a bhith cinnteach mur biodh na ceud bhuidhnean a thainig a nall air an cur ann dh' an aindeoin nach biodh ann an Canada an diugh ach àireamh gle bheag de shliochd nan Gàidheal.

B' ann mu 'n bhliadhna 1784 a thòisicheadh ri fògradh nan Gàidheal. Thatar a' cur air Diuc Atholl gu 'm b' e theann ris an obair an-iochdmhor sin an toiseach, ach cha b' fhada bha e rithe nuair a ghabh cinn-fheadhna eile 'eisimpleir. Chaidh an sluagh fhògradh á Srath-ghlas, á Gleann-garaidh, á Cnòideart 's á Lochabar eadar 1784 is 1805. An deigh sin bha moran air an cur air falbh á Cataobh. Agus anns na h-Eileanan : bha eilean Ruim air fhàsachadh 'sa bhliadhna 1826, agus Eilean nam Muc an 1828. A Uidhist a chinn a tuath bha moran air am fògradh 'sa bhliadhna 1849, agus á Uidhist a chinn a deas 's á Barraidh an 1851. Bha so uile air a dheanamh a chum àite dheanamh do chrodh 's do chaoraich. Bha Galldachd na h-Alba agus Sasunn freagarrach air-son togail arbhair, ach beanntan àrda na Gàidhealtachd bha iad na b' fhearr gu togail cruidh is chaorach; agus smaoinich sealbhadairean an fhearainn gu 'm bu mhath an cothrom air saoibhreas a chur ri cheile na 'm faigheadh iad an tuath dhùthch-asach a chur air falbh agus na beanntan far am b' àbhaist crodh nan tuathanach a bhi air àiridh 'san t-samhradh a chur fo chrodh 's fo chaoraich.

Cha 'n eilear an so a' dol a thoirt iomradh air gach fòirneart is ana-ceartas a dh' fhuiling an sluagh bochd so a fàgail an dùthcha. Cha mho a bheirear breth orra-san a bha ri obair an-iochdmhor an fhògraidh. Thugadh breth air a' mhor chuid dhiubh cheana le Breitheamh a's àirde na breitheamhna na talmhainn. Tha cuid dhiubh air an dubhadh as gu buileach, gun aon de 'n sliochd beò air thalamh, agus cuid eile a dh' fhàg sliochd aig nach eil òirleach de dh' oighreachd an sinnsir. Faodaidh ana-ceartas is eucoir lamh-an-uachdar fhaotainn air ceart is còir, ach eadhon anns an t-saoghal so cha teid luchd na h-eucoir as o pheanas. Agus an diugh is fior ainneamh an oighreachd Ghàidhealach a tha 'n seilbh



THE "SNAKE CURVE"—INVERNESS AND RICHMOND RAILWAY

sliochd nam feadhnach bu choireach ris an fhògradh. Bhiodh e ceart ainmeachadh an so gu 'n robh moran de na cinn-fheadhna nach do chuir eigin sam bith air an t-sluagh an oighreachdan fhàgail. Chuidich iad leothasan a bha deònach falbh, ach dhéilig iad gu caoimhneil, ceart riuthasan a dh' fhuirich; agus an diugh tha sliochd nan ceann-feadhna sin 's an sluagh a tha air an oighreachdan a' faighinn air adhart gu sìtheil, càirdeil, gun aon taobh a faotainn coire d' an taobh eile.

Anns an t-seann dùthaich cha robh crannchur ar n-aithrichean ach car bochd a reir ar barail-ne a tha air ar cleachdadh ri pailteas is goireasan an latha 'n diugh. Bu tuathanach mor esan aig an robh deich no dusan acaire fearainn, deich no dusan mart, is treud beag chaorach. Bha iad a' còmhnuidh ann an taighean tubhte anns nach robh bhar dha no tri sheòmraichean, cuid anns am biodh simealair 's cuid anns nach bitheadh. Bha iad a dh' easbhuidh iomadh ni air am bheil an sliochd anns an dùthaich so ag amharc mar nithean nach gabh deanamh as aonais, ach cha 'n eil sin ag radh nach robh iad ann an tomhas mor sona. Mur robh aca gach goireas is grinneas air an cuir sinne feum, bha aca ni a b' fhearr, a bhi toilichte le 'n staid. Mur robh iad beairteach, cha robh eòlas aca air, agus mar sin cha robh iad ga 'ionndrainn. Bha 'm pailteas bidh is aodaich aca, bha slàint' is fallaineachd aca, agus bha iad a' mealtuinn sith is càirdeis am measg a chéile.

Rinn an dòigh so air an robh iad a' tighinn beò anns an t-seann dùthaich an ullachadh air son am beòlaint a dheanamh anns an dùthaich ùir. Bha iad cleachdte ri siubhal fraoiche 's ri direadh mhonaidhean, ri ruamhar 's ri buain mòine, agus rinn an cleachdadh sin an cruadhachadh fa chomhair siubhail chnoc is ghleann, bàireadh sneachd, is gearradh coille na dùthcha so. Bha iomadh deuchainn is cruadal rompa air an taobh so dhe 'n chuan mhor, agus chaidh an ullachadh air an son leis an Ti sin nach do chuir riamh uallach air druim nach robh comasach air a giùlain.

Thainig iad a nall nan grunnan beaga o bhliadhna gu bliadhna, luchd luinge am bliadhna, da luchd an ath-bhliadhna, agus luchd no dha eile an treas bliadhna. Cha robh iomradh air soithichean smùide 's na h-amannan sin, agus cha robh na soithichean-seòlaidh ach mall agus neo-chinnteach. Bha iomadh ànradh ri fhulang a bharrachd air an tinneas-mhara. Bha moran de na sgiobairean nach robh os-ceann an cothrom a ghabhail air na daoine bochda a bha 'g earbsa am beatha 's an cuid riutha 'san imrich.

Cha b' ann air Ceap Breatunn a thug na Gàidheil an aghaidh an toiseach. B' e an t-àite mu dheireadh do 'n do thòisich iad ri tighinn. Shuidhich moran diubh air Eilean a' Phrionnsa cho tràth ri 1769, agus ceithir bliadhna 'n deigh sin rainig a' cheud soitheach-imrich Pictou. Ach ged bha iad a' taomadh a nall do 'n da àite sin gach bliadhna 'n deigh sin, cha d' thainig aon do Cheap Breatunn gu ceann còrr is fichead bliadhna. B' ann eadar 1791 is 1795 a thainig àireamh dhiubhsan a bha air fearainn a thogail air tir-mor thairis air Caol Chanso do Cheap Breatunn, agus a shuidhich iad air a chladach an iar, cuid timchioll Shiudaig 's cuid eile mu acarsaid Mhabou. Beagan bhliadhnaichean an deigh sin thòisich soithichean ri tighinn gu taobh an ear an eilein. Rainig a cheud té Sidni 'sa bhliadhna 1802, air an t-siathamh latha deug de cheud mhios an fhoghair. Bha oirre so ceud is ceithir teaghlaichean—mu thri cheud pearsa eadar shean is òg. An deigh sin bha na soithichean a' tighinn gu math tric, agus bha Ceap Breatunn

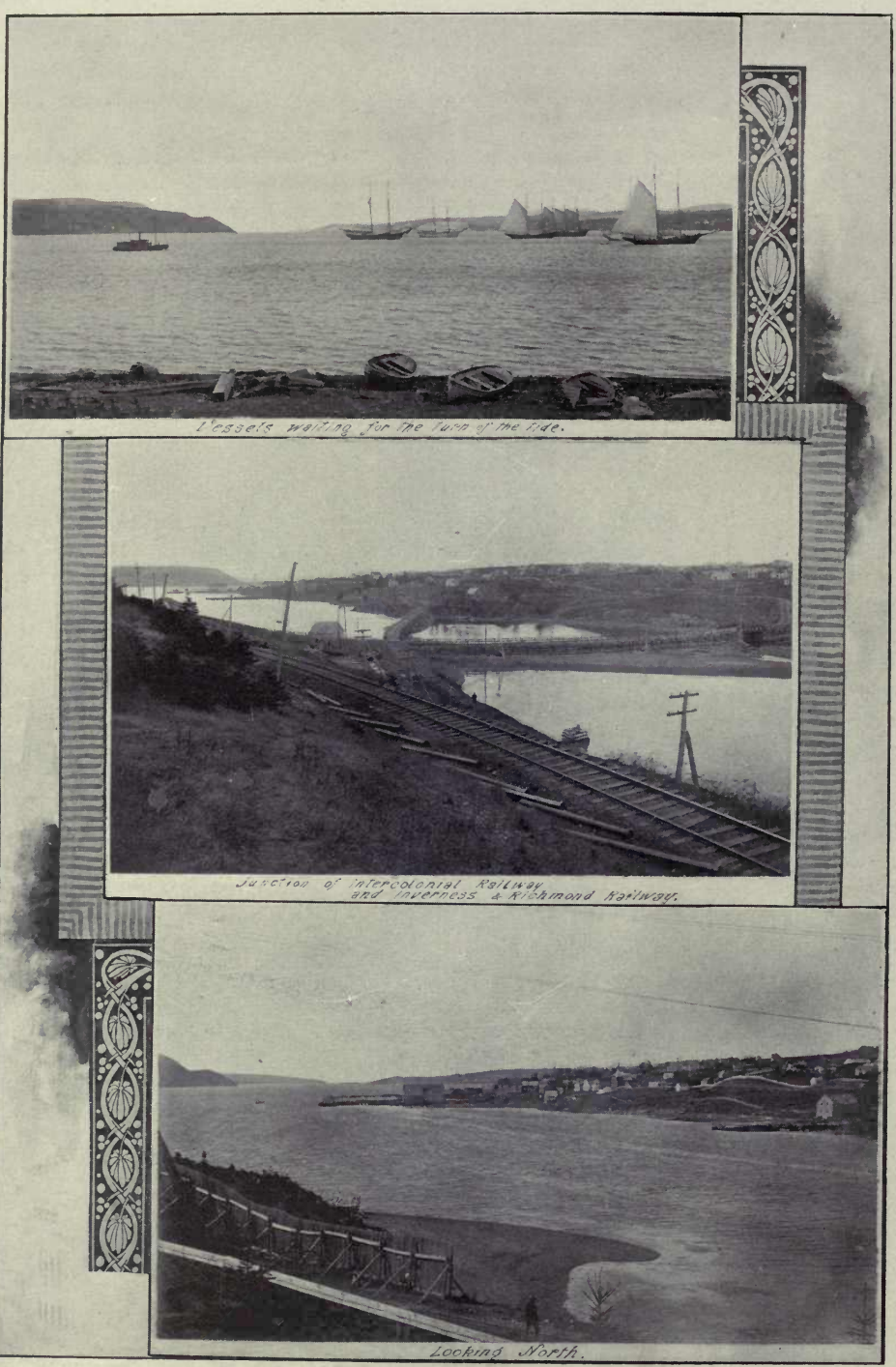
MARGAREE.

a lionadh suas cho bras 's a bha an t-Eilean is tir-mor roimhe sin. An deigh na bliadhna 1828 cha robh na h-uiread dhiubh a' tighinn, agus anns a bhliadhna 1843 thainig an soitheach mu dheireadh, agus sguir imrich nan Gaidheal do Cheap Breatunn.

"Is beag fios aig fear an tàimh air ànradh fear na mara." Tha so fior d' ar taobh-ne tha beò an Ceap Breatunn an diugh agus nach fhaca 's nach d' fhuiling gach cruaidh-chàs is cruadal is ànradh troimh 'n deachaidh ar n-aithrichean. Thainig a' mhor chuid dhiubh a nall gun aca air chùl an làimhe na chumadh beò gu ceann bliadhna iad, agus cha robh aca ach dol a ghleachd ris a' choille air-son am beòlainte. Anns a' cheud dol a mach bha iad a' togail bhothan anns an deasaicheadh iad biadh 's anns an caidleadh iad gus am biodh na 'n comas taighean a b' fhearr a chur suas. An deigh so mar gheibheadh iad ùine 's cothrom romh thoiseach a' gheamhraidh, bha iad, le cuideachadh nan coimhearsnach, ma bha iad ann, cuideachadh nach deacha riamh iarraidh gun fhaotainn, a' togail taighe b' fhearr, ged a shaoileadh àl an latha 'n diugh nach robh am fearr ann. Bhiodh an taigh so air a dheanamh air *logaichean* air an càradh air a chéile, 's na sgaran eatorra air an calcadh le còinnich, maidean snaidhte no bùird shàbhte mar ùrlar, agus am mullach air a thubhadh le cairt nan craobh. Bhiodh simileir 's an darna ceann de 'n bhothan so, a' cumail blàiths is soluis ris an teaghlach. Bha a' choille pailt, agus cha bhiodh dith connaidh orra. B' e cheud bàrr a chuireadh iad mar bu trice buntàta, agus 's e sin le annlan éisg is sithne bu bhiadh dhaibh roinn mhor de 'n bhliadhna. An ceann bliadhnna no dha bhiodh iad a cur coirce, crithneachd is eòrna, agus thòisicheadh iad ri cumail beagan spreidhe is chaorach. Bha na h-eòin 's beothaichean beaga na coille na 'n naimhdean do 'n bhàrr agus na fiadh-bheothaichean mora do na h-ainmhidhean; b' iomadh pairce bheag shil a chuireadh a dholaidh leis na feòragan; b' iomadh mart mhath is caora a rinn féisd an garaidh a mhathain. Ré nam bliadhnachan a bha iad a' cisneachadh na coille cha robh iad gun an cuid fein de dheuchainnean an t-saoghail, deuchainnean is cruadalan air nach eil eòlas sam bith againne, agus ris nach bitheamaid deònach seasamh. Ach a dh' aindeoin sin, bha toileachas-inntinn na 'm measg air am bheil sinn mar an ceudna aineolach, agus ràinig àireamh nach bu bheag dhiubh aois mhor mu 'n deach an gairm air falbh, aois nach ruig iadsan a tha tighinn beò ann am pailteas 's an sògh ar latha-ne.

Mar a shiubhail na bliadhnachan shiubhail a' choille mhor; dh' fhàs na h-àiteachan réitichte na bu mhotha, agus dhlùthaich iad ri cheile. A lion fear is fear chaidh na taighean *logaichean* fhàsachadh, agus ghabh an sluagh còmhnuidh ann an taighean bu mhotha, bu shoilleire agus a b' fhearr. Dh' fhàs an spreidh 's na caoraich na bu lionmhoire, agus shoirbhich le laimh an dichiollaich. Dh' fhosgladh rathaidean air feadh na dùthcha, thogadh taighean-sgoile agus eaglaisean. Gun teagamh dh' fhaodadh iomadh adhartas tighinn air an dùthaich nach d' thainig oirre; ach co an dùthaich mu nach faodar sin a ràdh? Agus cha 'n i h-uile dùthaich mu 'm faodar a radh gu 'n do thionndaidh i, ri aon linn, o bhi na 'dùthaich choilltich, fhàsail, gu bhi na 'dùthaich thoraich, àitichte, anns am bheil moran a' deanamh beairteis, agus anns nach eil ach gle bheag de dh' fhior bhochdainn, mar a dh' fhaodar a radh le fìrinn mu Cheap Breatunn.

Bhiodh iad air barrachd adhartais a dheanamh na 'n robh iad air leantuinn ris an fhearann na b' fhearr na rinn iad. Ach tha iomadh bliadhna o'n thòisich



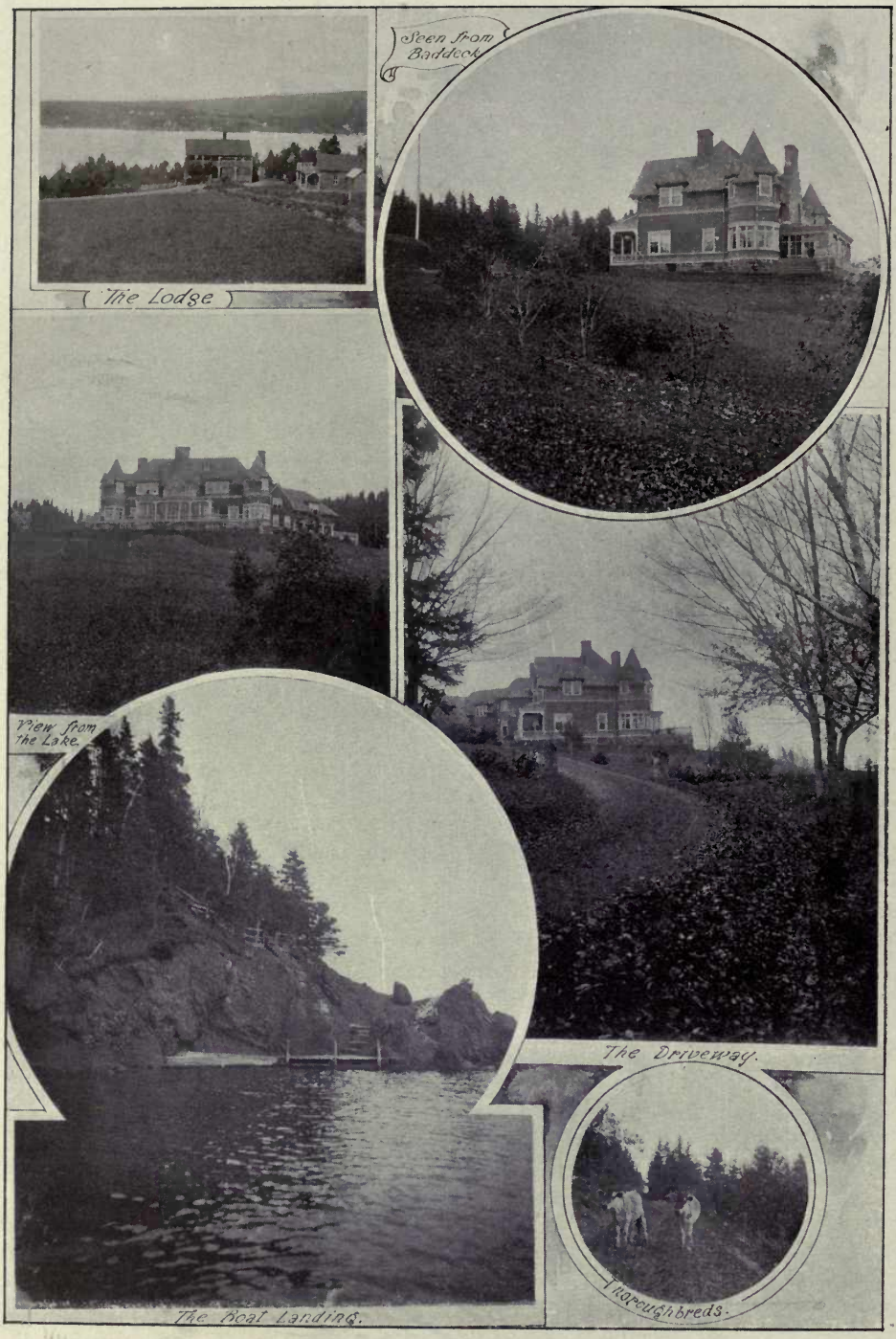
STRAIT OF CANSO, NORTHERN ENTRANCE.

an òigridh ri fàgail dùthaich an àraich mar a dh' fhàg an aithrichean dùthaich an sinnsir. Tha bailtean nan Staidean agus na tuarasdail mhora thatar a' pàidheadh an caochladh cheannan ga 'n tarruing air falbh o'n dachaidhean. Is àireamh gle bheag dhiu aig nach eil dùil ri tilleadh an àm falbh, agus tha moran a deanamh sin, ach 's ann an deigh dhaibh làithean an tréine 's an spionnaidh a chur seachad ann an tìr chéin, agus tha na fearainn, a bha ré na h-ùine sin air am fàgail am feasdal sheann daoine, air dol a dholaidh cho mor 's gu 'n gabh iad iomadh bliadhna de chruaidh chosnadh mu 'n toir iad beòlainte cheart a rithist. Faodaidh e bhith gu 'n atharraich so fhathast, 's gu 'n gabh iadsan a tha aig an àm so 'a deanamh tàir air obair fearainn tlachd innte. Ged tha cuid dhe na dh' fhalbh air soirbheachadh gu math, tha a' chuid a's motha nach do leasaich an crannchur idir, a tha na 'n luchd-gearraidh fiodha 's tarruinn uisge do choigrich nuair dh' fhaodadh iad a bhi na 'n tighearnan air an cuid fearainn féin, gun dìth 's gun deireas.

Ach a dh' aindeoin an fhalbh so, a tha air a chuideachadh gu mor le spiorad na h-an-fhois a fhuair na Gàidheil òga mar dhìleab bho 'n aithrichean, cha 'n eil na h-uiread a' fàgail 's gu bheil an t-eilean a sgur de bhi Gàidhealach. Ged tha na fearainn ann an iomadh aite air an dearmad, cha 'n eil iad air an creic no a' tuiteam an lamhan mhuinntir eile. Mar so tha gach àite bha air a thogail le Gàidheil an toiseach ann an seilbh Ghàidheal fhathast, agus bithidh gus an dealaich riutha an gràdh 's an ceangal ri dachaidh na h-òige a bha riamh fuaighte ri nàdar a Ghàidheil.

Thatar a' meas gu 'n d' thainig air imrich do Cheap Breatunn uile gu leir mu choig mile fichead de na Gaidheil. Tha a thri uiread sin dhe 'n sliochd ann an diugh mur eil an còrr, agus faodar a radh gun a dhol bhar na fìrinn gu bheil da thrian dhiubh sin aig am bheil Gàilig. Tha cearnan dhe 'n eilean anns am bheil an sluagh na 'n cainnt cho Gàidhealach 's a gheibhear ann an cearna sam bith de Ghàidhealtachd na h-Alba. Tha iad air an dòighean atharrachadh, oir tha iad a' cur eòlais air goireasan air nach eil iadsan a dh' fhàgadh thall, ach na 'n cainnt 's na 'n còmhradh tha iad fhathast cho Gàidhealach ri fàd mòine. Gheibhear sgìreachdan anns am bheil an sluagh, sean is òg, comasach gu leòr air Beurla labhairt, ach eatorra fein agus ri fear-cuairt aig am bi i, cha chleachd iad am bitheantas ach a' Ghàilig. Ma tha Ghàilig a dol a dh' fhaighinn bàs ann an Ceap Breatunn cha 'n ann air chabhaig. Tha an latha air suibhal anns am biodhte deanamh tàire air an t-seana chainnt so eadhon le a càirdean. Aireamh bhliadhnachan air ais, nuair bha eòlas gann, agus am fear aig an robh beagan Beurla air a mheas na ard-sgoileir, cha robh iad tearc a theireadh gu 'm bu chòir cur as do 'n Ghàilig Cha chluinnear daoine labhairt air a mhodh sin an diugh. Tha iad a' toirt fa-near mar nach robh muinntir an ama sin gu bheil cothrom aig fear da chainnt nach eil aig fear na h-aon chainnt ann an toirt a mach foghluim. A bhàrr air sin gur i cainnt an sinnsir, anns am bheil moran de 'n eachdraidh agus an t-iomlan de 'n litreachas ri fhaotainn, agus gur cainnt i air am bheil àrd fhoghlumaichean a' cur luach mor, agus mar sin fein gu 'm bu mhor am beud a leigeil bàs gun deagh aobhar.

Gu leigeil fhaicinn cho fior Ghàidhealach 's a tha Ceap Breatunn, faodar iomradh a thoirt air àireamh nan àiteachan sam bheil Gàilig air a searmonachadh 's air a cleachdadh an co-cheangal ri nithean cràbhach. Buinidh na Gàidheil gu ire bhig uile do dha eaglais, an Eaglais Chléireach, agus an Eaglais Chaitliceach.

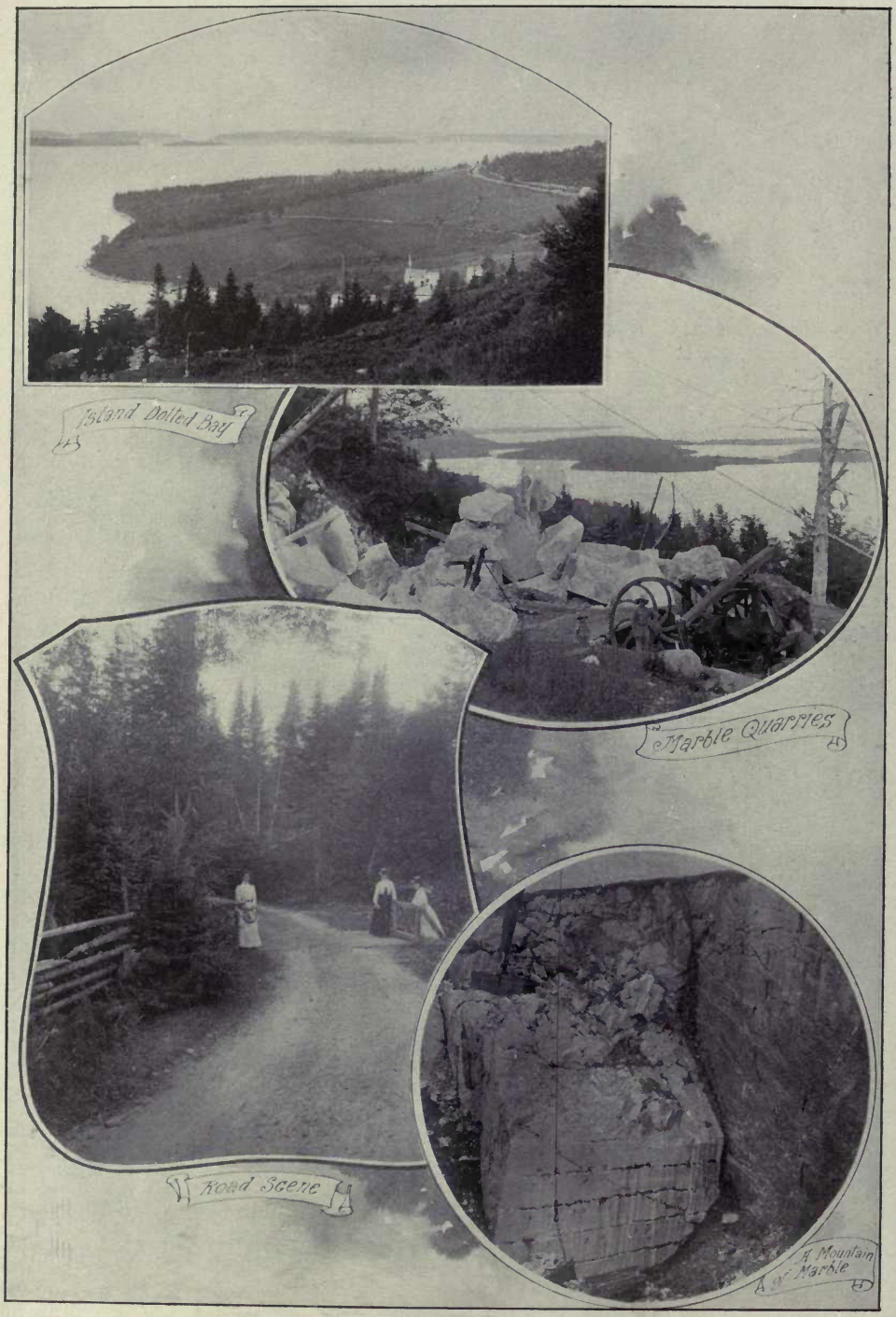


"Beinn Breagh," Residence of Prof. Alexander Graham Bell, at Baddeck.

Aig na Cléirich tha air an eilean naodh deug air fhichead eaglais is àite-searmon-achaidh, agus cha 'n eil ach sia dhiu sin anns nach eil Gàilig air a searmon-achadh. Aig àm a bhi 'sgriobhadh so tha cóig deug air fhichead ministeir suidh-ichte aca, agus tha naodh air fhichead dhiu a' searmonachadh Gàilig. Aig na Caitlicich tha seachd deug air fhichead parraist, agus cha 'n eil ach sia dhiu gun Ghàilig. Tha da fhichead is aon sagart aca ann an seirbhis, agus is luchd Gàilig a h-aon deug air fhichead dhiu. Na 'n rachamaid gu luchd-na-pàrlamaid, chith-eamaid gur Gàidheil is luchd Gàilig ceathrar de 'n choignear a tha sinn a' cur do àrd-phàrlamaid Chanada, agus cóignear de 'n ochdnar a tha 'dol do phàrla-maid Nobha Scotia. Agus do thaobh nan comhairleach, de 'm bheil ann an comhairlean nan ceithir siorrachdan tri fichead is ochd deug—'s co ghearaineadh air an gainnead?—is Gàidheil a bhruidhneas Gàilig leth cheud 'sa h-ochd. Agus cha bu chòir a leigeil á cuimhne gur ann an Sidni, ceanna-bhaile an eilein, a tha 'n aon phaipeir Gàilig a tha air uachdir an t-saoghail—am MAC-TALLA.

Ann an caochladh chearnan de 'n eilean tha na Gàidheil a thainig as na h-aon àiteachan air suidheachadh còmhladh. Ann am Mira, sgìreachd mhor a tha deas air Sidni, cha 'n fhaighear ach Uidhistich; ann an St. Ann's, an siorrachd Bhictoria, agus aig na Caoil Bheaga, gheibhear muinntir Leodhais 's na h-Earradh; aig *Grand River*, is àiteachan eile timchioll air, gheibhear muinn-tir Ghearrloch is Loch Aills—tha grunn theaghlaichean á Gearrloch mar an ceudna air Beinn nan Gearrloch; tha àireamh de na Sgiathanaich timchioll Hogamah 's air cùl Bhaddeck; tha na Barraich air taobh deas Lochan a Bhras d'Oir, 's air an taobh tuath eadar Sidni 's na Caoil Mhora; tha Muileich, Col-laich, Rumaich, Tirisdich is Mucanaich an ceann a deas siorrachd Inbhirnis; agus Abraich, Mor-thirich, is Cnòideartaich an cois a' chladaich o Chaolas Chanso gu Margaree. Gheibhear cuid de na h-àiteachan air an ainmeachadh air àiteachan anns an t-seann dùthaich: Beinn Leòdhais, Loch Uidhist, Gleann Bharra, Gleann is Beinn nan Sgiathanach, Beinn nan Gearrloch, an Abhainn Mhuileach, an Tairbeart, Sollas, Baoghasdal, Gleann-comhann, &c. Cha 'n eil na h-ainmean Gàidhealach, co-dhiu, cho lionmhor 's a shaoileamaid a bhitheadh iad, gu seachd sònraichte o 'n bha cuid de na h-àiteachan gus o chionn ghoirid a' dol fo ainmean cho mi-fhreagarrach ris "An Eiphit," "Sodom," "An Tuirc," is "Bengal," ged a b' fhearr iad sin féin na na h-ainmean àrd-fhuaimneach gun bhrìgh, gun bhlagh, a thugadh air iomadh àite o chionn beagan bhliadhnachan.

Cha 'n urrainnear anns an eachdraidh ghoirid so sgriobhadh gu mionaideach mu gach car a chuir na Gàidheil dhiu o 'n dh' fhàg iad tir nam beann gus an latha 'n diugh, ach thugadh ionnsuidh air cùnntas aithghearr agus firinneach a thoirt air an imrich—an càradh 'san dùthaich thall—na nithean a ghluais iad gu falbh aisde—na deuchainnean troimh 'n deachaidh iad a' deanamh dhachaidhean dhaibh fein 'san dùthaich so—agus an soirbheachadh a chuir am Freasdal orra féin 's air an cloinn o 'n shuidhich iad air tùs anns a "choille ghruamaich."



MARBLE MOUNTAIN, WEST BAY.

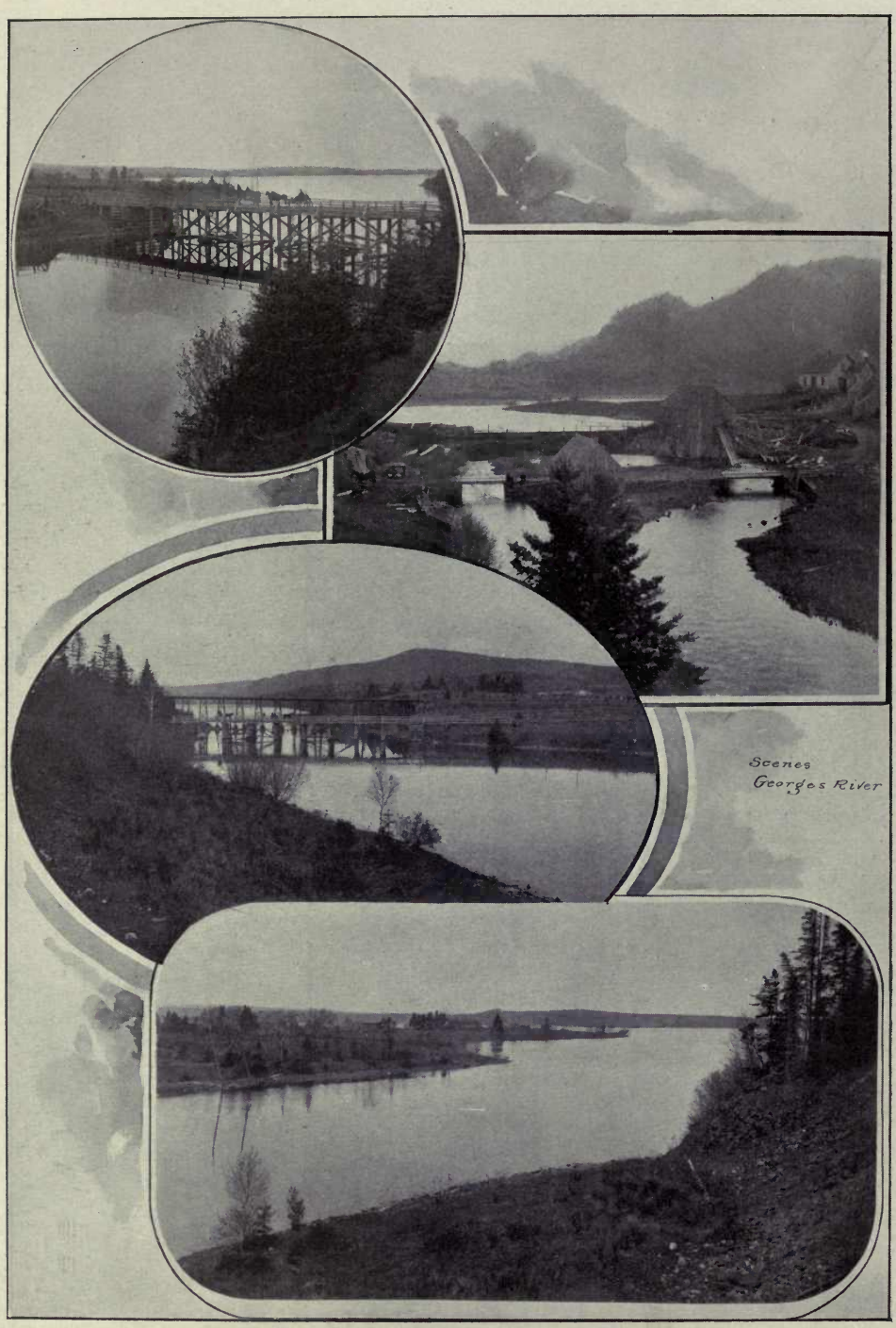
CHAPTER XIII.

THE ACADIAN SETTLEMENTS.

PRINCIPAL ACADIAN SETTLEMENTS IN RICHMOND COUNTY—IN INVERNESS—IN CAPE BRETON—NUMBER OF FRENCH SETTLERS LEFT IN ISLE MADAME AND ELSEWHERE AFTER THE FALL OF LOUISBURG—ACADIANS MIGRATE TO CAPE BRETON FROM ST. PIERRE AND MIQUELON—SETTLERS FROM ST. JOHN ISLAND GO TO CHETICAMP—SETTLEMENTS ALONG THE MARGAREE—FRENCH VALE—LITTLE BRAS D'OR—FRIENDLINESS OF THE ACADIANS TO GREAT BRITAIN—TWO COMPANIES OF "ACADIANS" AND OTHERS WELL-AFFECTED RAISED AT THE TIME OF THE WAR OF AMERICAN INDEPENDENCE—RELATIONS WITH GOVERNOR DESBARRES—POPULATION AND POSSESSIONS OF THE ARICHAT DISTRICT IN 1801—OCCUPATION AND CHARACTERISTICS OF THE ACADIANS—ARICHAT THEIR LEADING SETTLEMENT—ITS FLOURISHING CONDITION WHEN VISITED BY BISHOP PLESSIS OF QUEBEC IN 1815—BISHOP'S VISIT TO CHETICAMP IN 1812—LANGUAGE OF THE ACADIANS—NOTES RESPECTING IT GLEANED FROM ABBÉ CASGRAIN'S "UN PELÉRINAGE AU PAYS D'EVANGÉLINE"—EXCELLENT CHARACTERISTICS OF THE ACADIANS—ACADIAN CONVENTIONS.

HE fall of Louisburg marked the close of the French dominion in Cape Breton, but it by no means brought about the disappearance of the French settlements or of the use of the French language. As in some sections of the island Gaelic is to-day the language of the home, in others French, and that largely the French of the old regime, is the medium of conversation. The Acadian sections of Cape Breton are by no means unimportant. They are most numerous in Richmond County where there are flourishing settlements at Arichat, West Arichat, or Acadiaville, Petit de Grat, and D'Escousse in Isle Madame, and at River Bourgeois, L'Ardoise and River Inhabitants on the mainland. At Cheticamp in Inverness County there are a large number of prosperous Acadian settlers and also along the fertile banks of the beautiful Margaree (originally Marguerite) River. In Cape Breton County there are settlements at French Vale, and on the shores of the Little Bras d'Or. Only scattered families are now to be found in Victoria County, principally at Ingonish.

When the French garrison and settlers were deported from Louisburg by the British, the settlers in the more remote parts of the island were allowed to remain undisturbed. These people, whose numbers are estimated to have been not more than seven hundred, were to be found chiefly in the Isle Madame, along the Bras d'Or, and on the southwestern coast. In spite of the efforts which had been put forth by the government of France to induce the Acadians after their expulsion from their farms in Nova Scotia to settle in Cape Breton, but few of them appear to have done so, and prior to the capture of Louisburg in 1758 the total population of the island does not appear to have exceeded three thousand.



On the Line of the Intercolonial Railway.

In the year 1768 a number of Acadians, who in 1765 had emigrated to St. Pierre and Miquelon, but had become discouraged at the bleak aspect and unsatisfactory prospects offered by those islands, came to Cape Breton, took the oath of allegiance to Great Britain, and settled in Isle Madame. Bourinot estimates that this emigration did not exceed four hundred in number. Up to 1775 the principal French settlement on the northwestern shore was at Justaucorps, now Port Hood. At this place stone was quarried for building purposes. It was in the year 1775 or 1776 that fourteen Acadian families crossed over from St. John Island (now Prince Edward Island) and settled at Cheticamp. Meanwhile individual families and persons were gradually finding their way to Cape Breton from Nova Scotia. It is estimated, however, that not more than one hundred Acadian families in all came to the island after the fall of Louisburg. The present French population, numbering some 15,000, are therefore the descendants of these families and of the seven hundred French settlers left in the island after its conquest by the British. The settlement on the Margaree was formed at an early date, doubtless because of the splendid salmon fishing and the fertile agricultural lands. The present settlers at French Vale nearly all trace their origin from four brothers who came from Prince Edward Island early in the nineteenth century, those at Little Bras d'Or from settlers from St. Pierre and Miquelon.

From the first the Acadian population of Cape Breton appear to have readily accepted the new order of things, and at no period did they evince any symptoms of disloyalty to the Brirish government. Indeed, in 1775 when the War of American Independence broke out, Cape Breton Island and Isle Madame were ordered to raise two companies of "Acadians and others well-affected" of fifty men each. They were evidently on friendly terms with Governor DesBarres who resided at Sydney, for in 1786 he was waited on by seventy-eight of the principal Acadians, who thanked him for his attention to their spiritual wants, and asked for a remission of certain taxes on their shallops. This he readily granted. In 1801 the Arichat district, including the northwest shore, had 1,520 inhabitants, these possessing 1,647 black cattle, 1,988 sheep, 83 horses and 192 vessels. The census of 1861 gives the total Acadian population of the island as 8,199. This,

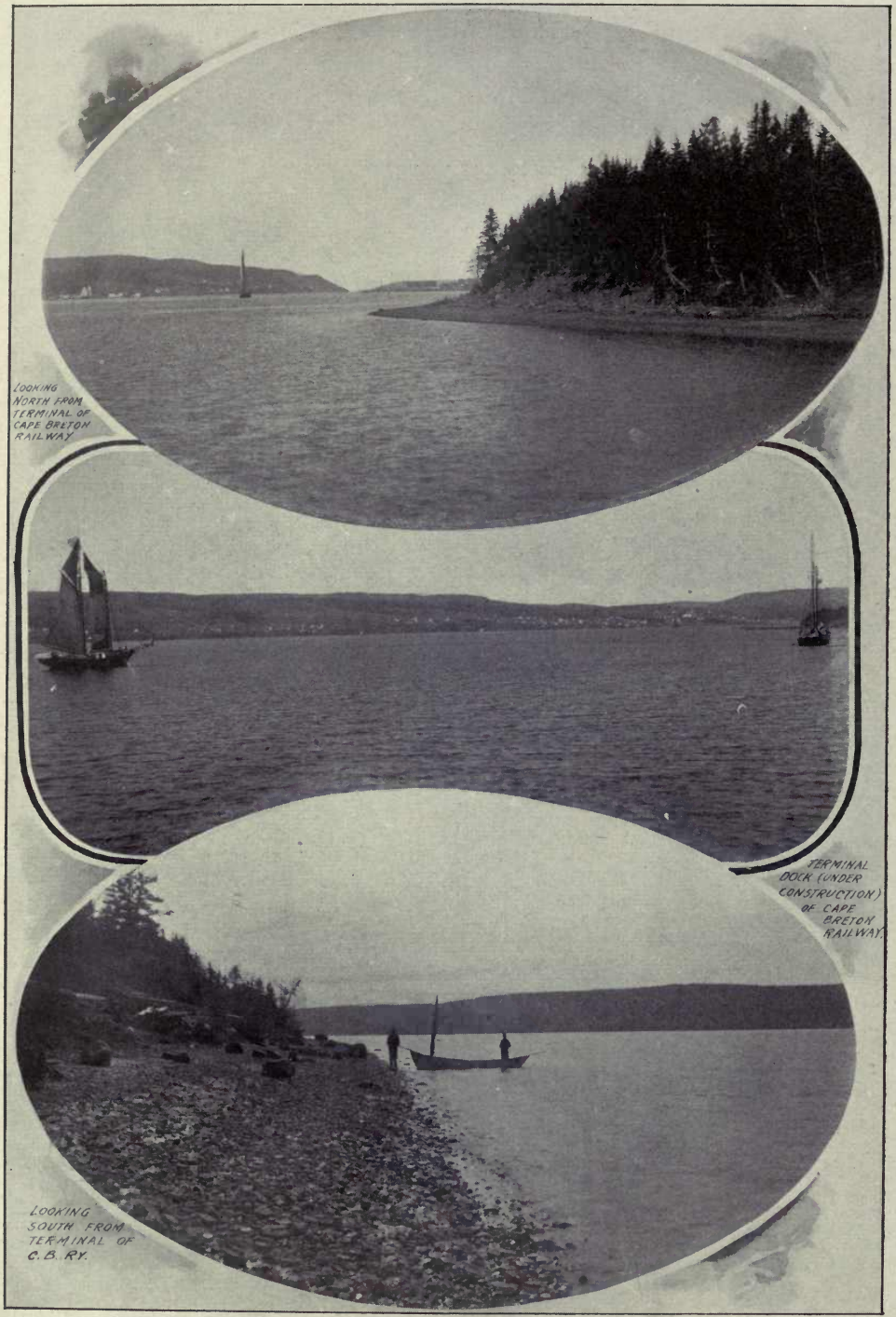
Scenes at Sydney.

however, is thought to be much below the mark, as the report mentions that the enumerators found many persons unwilling to give information, as they supposed the census was being taken for purposes of taxation.

Much interesting information respecting the conditions of the French Acadians of Cape Breton may be gleaned from Sir John Bourinot's "Cape Breton and its Memorials," and from the Abbé Casgrain's interesting work "Un Pelérinage au Pays d'Evangéline." Fishing and farming are the principal pursuits of the Acadians. There has been no inconsiderable exodus of the young people of both sexes to the United States. In their homes they still retain much of the charming simplicity that characterized the Acadians of the days that Longfellow's masterpiece has rendered immortal. They dress simply, though any vestiges of their old national garb are rapidly disappearing. The women are most industrious, and in many families nothing is worn which is not spun and woven at home. They are noted for their early rising and their thrift.

The leading settlement is of course Arichat in the Isle Madame, but its importance is now far less than in earlier days when vessels owned in Arichat and manned by Acadian sailors were largely engaged in the coast-carrying trade to the United States. Monsignor Plessis, Bishop of Quebec, who visited Arichat in 1815, gives a vivid account of its conditions at the time. The Abbé Lejamtel was in charge of the parish of Notre Dame, which numbered not less than eleven to twelve hundred communicants. Their respect for Sunday was great, and the good bishop remarks that "the Lord's Day is the only one on which, during the fishing season, the men are to be seen in the parish." He noticed at the time great activity at the port, and found many vessels and boats coming and going. Some were engaged in carrying coal from Sydney, others plaster from Antigonish, and others went as far as the Straits of Belle Isle where they collected immense quantities of eggs of various sea-birds, which they carried to Halifax, and which they sold for a good price to the soldiers of the garrison and the sailors of the fleet. Not only did the Acadians at this time engage in seafaring, but they also built many vessels both for themselves and for others. During the year 1811 more than sixty were built.

In 1812 Monsignor Plessis had visited Cheticamp. He wrote in glowing terms of the reception accorded him by the inhabitants, who had never before seen a bishop, and whose joy at his visit was, he says, inconceivable. At the termination of his mission nearly all the people, men and women, escorted him to his sloop, coming on foot for half a league. We read: "The bishop could not resist the feeling of tender affection aroused within him at the sight of this body of faithful people kneeling on the beach, asking his last blessing and recommending themselves with tears in their eyes to his prayers." This spectacle repeated in several other cases recalls that which the faithful of the church of Miletus gave to St. Paul. Soon after the bishop's visit the Abbé Dufrêne, a young priest of

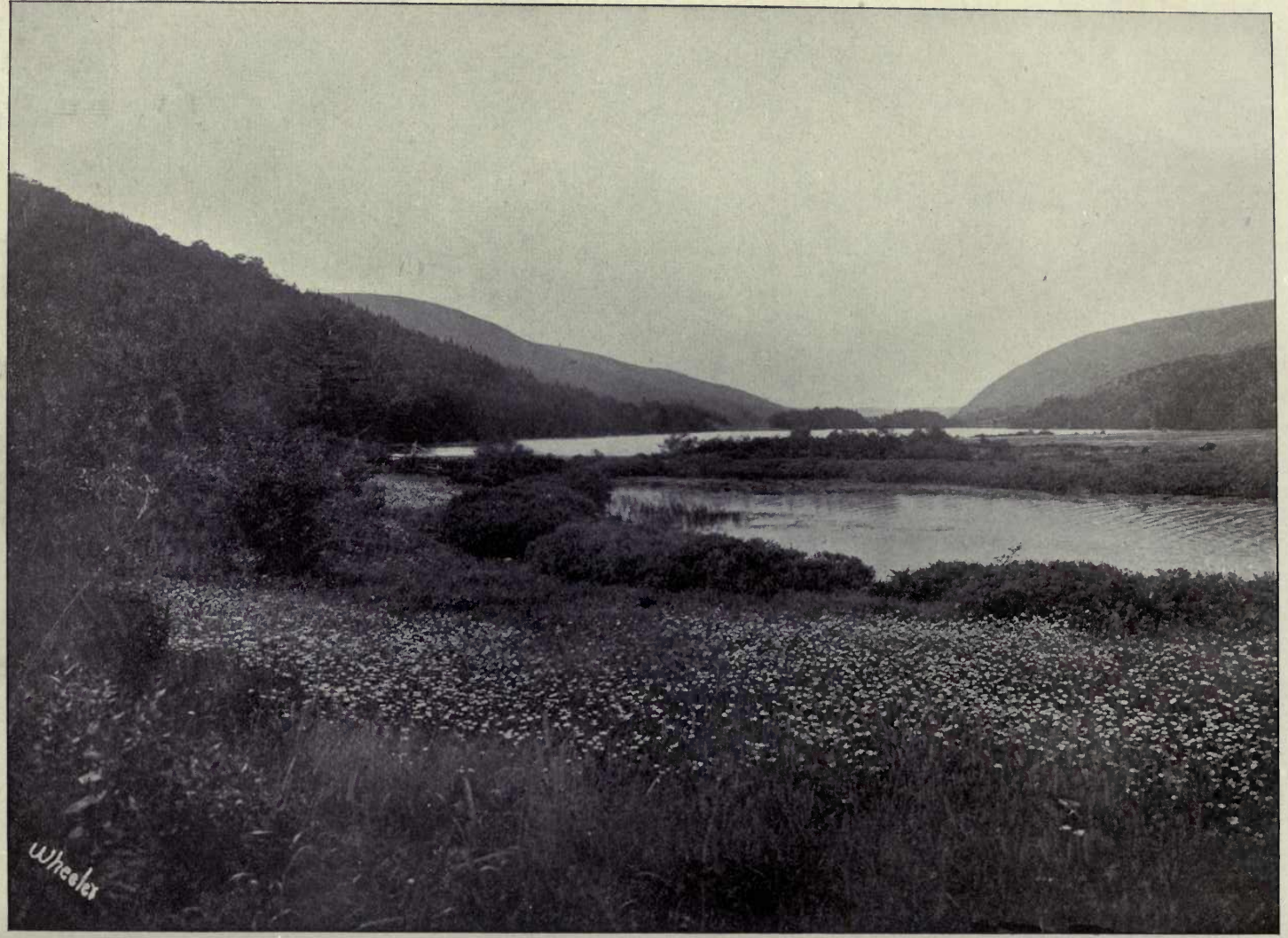


STRAIT OF CANSO—SOUTHERN ENTRANCE.

great promise, was sent to Cheticamp as missionary. To him the bishop intrusted several ornaments for the church as a mark of his esteem for the good people of the place, who, however, were doomed to a bitter disappointment, for the little ship which brought the good priest and the bishop's gifts was lost with all on board off the stormy coasts of Nova Scotia. For a long while the people remained without a resident priest, but they clung with devotion to their faith, and at last received their heart's desire. To-day three fine parishes, Cheticamp, Friar's Head, and Margaree show some of the results of Bishop Pleissis' mission in 1812.

French is still, and is likely to remain, the language of the Acadians of Cape Breton, except in the case of scattered families living amongst an English speaking population. The Acadian dialect is worthy of careful study, as the following particulars gleaned from the pages of the Abbé Casgrain's interesting work testify. Acadia was colonized before the French language assumed a definite form, and all emigration ceased as soon as it fell into the hands of England. The French settlers therefore, who both before and after the conquest had scarcely any means of instruction, and who have always lived in isolation, have retained the old French of the golden days of the monarchy. For instance, they still retain the older form of the numerals, *septante*, *octante*, *nonante* (70, 80, 90). They still soften the final *-omme*, *-onne* just as the older writers did. For example, *personne*, *homme*, *automne*, become *persoune*, *houme*, *autoumne*, a pronunciation which adds greatly to the softness of the language. The letter *r* is often replaced by *l*. The Acadians for instance pronounce *morue* as *molue*, just as Nicholas Denys actually wrote it in his "Description de l'Amérique Septentrionale." The Acadians still say *ung* or *yung* for *un*, *dempuis* for *depuis*, *de mesheui* for *désormais*, just as they did in the fifteenth and sixteenth centuries. The old words *hucher*, *bailler* and *nâni* are habitually used. Owing to their proximity to settlers of British descent, many English words and even phrases have found their way into the Acadian speech, and it is not uncommon to hear an English slang expression of the nineteenth century intermixed with the French of the days of the old regime.

The Acadians of Cape Breton, as in other parts of Canada, are noted for their native politeness, their kindness to those in distress, their courtesy to strangers, their high standard of morality, and their devotion to their ancient faith. Their love for their language and institutions is naturally strong. The feelings of fraternity which exist between all those who can claim descent from the early French settlers in the pleasant land of Acadie have been exhibited in the holding of Acadian Conventions, which have been attended by many from all parts of Canada and the United States. On August 15th and 16th, 1900, a convention comprising some two thousand visitors was held at Arichat, at which Premier Laurier and other noted French Canadians as well as the most prominent Acadians were present.



LAKES O'LAW—SAID TO BE A WONDERFUL REPRODUCTION OF THE LAKE SCENERY OF SCOTLAND.

CHAPTER XIV.

THE INDIANS OF CAPE BRETON.

NUMBER OF MICMACS IN THE ISLAND—RESERVATIONS—PRESENT CONDITIONS OF THE INDIANS—OCCUPATIONS—CONDITION OF THE INDIANS DURING THE FRENCH REGIME—M. DIERÉVILLE'S ACCOUNT—THE SUCCESSFUL TREATMENT OF THEM BY THE FRENCH DESCRIBED BY DON ANTONIO D'ULLOA—ABBÉ MAILLARD, WHO CARED FOR THEIR SPIRITUAL WELFARE AND GAVE THEM A WRITTEN LANGUAGE—INDIANS AS ALLIES TO THE FRENCH AGAINST THE ENGLISH—ATTACK UPON CANSO—AT THE SIEGES OF LOUISBURG—THEY ACCEPT THE RULE OF ENGLAND AFTER THE FALL OF THAT FORTRESS—MURDOCH'S OPINION OF THEM—ASSISTANCE THEY NOW RECEIVE FROM GOVERNMENT—THEIR CHIEF AND CAPTAINS—ANNUAL MISSION AT INDIAN ISLAND—THE WORK OF THE MISSION—INDIAN MARRIAGES—CHIEF'S COURT—CHAPEL OF ST. ANNE—STATUE OF THE SAINT—AN OLD CARVED FRENCH ALTAR AND ITS INTERESTING STORY—PROCESSION TO THE SPOT WHERE FATHER MAILLARD FIRST PREACHED THE GOSPEL TO THE INDIANS OF CAPE BRETON—MICMAC PRAYER-BOOKS.

THE Indians of Cape Breton are all of the Micmac nation. In 1901, of the 2,020 Micmacs in the Province of Nova Scotia, six hundred and thirty-two, or nearly one-third of the whole number, resided in Cape Breton. Of these two hundred and fifty belonged to Cape Breton County, one hundred and fifty-two to Inverness, one hundred and thirty to Richmond and one hundred to Victoria. In Cape Breton County there are reserves at Sydney, Escasoni and Caribou Marsh. The one at Escasoni, which is upon the East Bay of the Bras d'Or, is the largest in Nova Scotia, having an area of 2,800 acres. Here are to be found a church and school belonging to the Indians, and here, also, reside the Denys family, of which the chief is a member. The reserves in Inverness County are at Whycocomagh and Malagawatch, and have a combined area of 2,750 acres. At Whycocomagh there is a school, which is also used as a chapel. The population at Malagawatch is too limited to support a school. The Richmond County reserve has an area of 1,200 acres, of which about a hundred are well cultivated. The reserve in Victoria County is at the mouth of the Middle River, and contains six hundred and fifty acres of valuable land, about a hundred of which are good intervale and twenty good marshland. Both the Richmond and Victoria County reserves maintain excellent schools.

The characteristics of the Indians have changed greatly since the days when the inhabitants of Cabot's "Prima Terra Vista" were described as wearing "beasts' skins and the intestines of animals for clothing, esteeming them as highly as we do our most precious garments. In war their weapons are the bow and arrow, spears, darts, slings and wooden clubs." Since those days the Indians

GRANDIQUE FERRY—ISLE MADAME.

SCENE ON BRAS D'OR LAKES.

have in a large measure adopted the methods of living pursued by the white man, acquiring some of his virtues and not a few of his vices. The Micmacs are generally an intelligent race. They are usually sober and many of them are quite industrious. A fair proportion of them have erected very comfortable houses, while others still live in wigwams covered with birch-bark, or occasionally, the more modern tar-paper. In dress they have adopted the customs of their white neighbors. The women are fond of bright colors. Their usual employments are farming, fishing, basket making and cooperage. In the art of making tubs and axe and pick handles, which they sell to farmers and storekeepers, they are specially expert. At the present time many of them have fairly good farms, and it is becoming quite a common practice to employ them as laborers. Many of them have been employed by the Dominion Iron and Steel Company, and also upon the streets and other town works of Sydney. The Indian is as ready as his white brother to undertake hard labor. The Indian women are now frequently employed at scrubbing and other domestic work. They are adepts at the manufacture of pretty baskets, which are often interwoven with sweet hay. In the season they gather large quantities of wild berries, finding a ready market for them in the towns.

Little is known of the condition of the Indians prior to the advent of the French. The chief early French authority upon their customs was M. Dieréville, who spent a year in Acadie in 1700, giving much attention to the habits and customs of the Indians. His book, "Relation du Voyage du 'Port Royal,' De l'Acadie ou de la Nouvelle-France," published in 1710, contains much valuable information on the subject. In his day hunting was still their main employment and means of subsistence. Moose, caribou and a great variety of wild fowl supplied them with food; while beavers, martens, foxes and other animals afforded furs for their own clothing, and for the trade which they carried on with the French. Success in the chase was with the Indians of the time the main passport to positions of honor and importance. He who excelled therein was generally selected as captain of a hundred warriors, while even marriage was almost impossible to an inferior huntsman. The parents of an Indian maiden quickly gave their consent to their daughter's marriage if the suitor were known as a successful hunter. Otherwise the young man was required to demonstrate his skill by feeding for some time the entire family of his prospective father-in-law with game of his own killing.

Many of their customs were of a highly interesting character. Infants immediately after birth were dipped, even in mid-winter, in the coldest water obtainable; a dying person was always expected to breathe his last upon a bed of spruce boughs; old men were always treated with the greatest possible veneration. The Indians were always especially conspicuous for their hospitality. Feasting was an important element of life among them; a dish of stewed dog

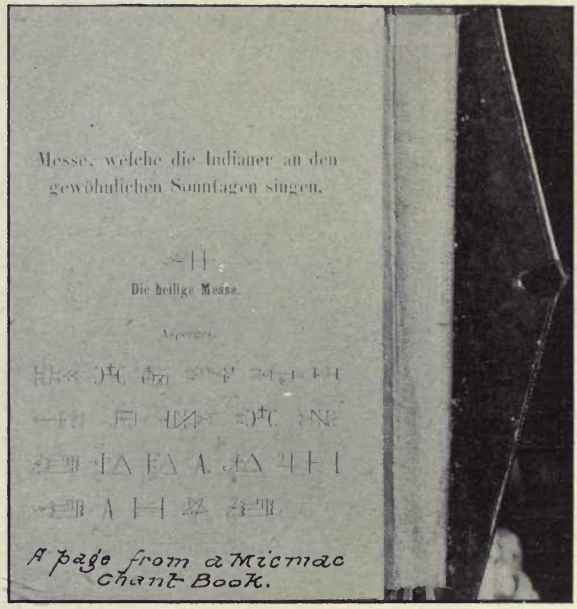
was considered a great delicacy, and was generally set before a chief on important occasions; feasts were given to celebrate the birth of a boy, and afterward, when he cut his first tooth, when he began to walk and when he killed his first game.

The French were much more successful in dealing with the Indians than were the English. Brown quotes the following interesting account of the Indians around Louisburg from a work published in 1758 by Don Antonio D'Ulloa, a Spanish captain who was taken with the "Notre Dame de la Délivrance" off Louisburg by an English warship in 1745: "They were not absolutely subject to the king of France—they acknowledged him king of the country, but did not alter their mode of living nor submit to his laws. So far from paying tribute, they received annually from France a quantity of apparel, gunpowder, muskets, brandy and several kind of tools, in order to keep them quiet and attached to French interests. For the same end priests were sent amongst them for instructing them in the Christian religion, and performing divine service, and all the other offices of the church, as baptisms, burials, etc. And as the end to be answered was of the highest importance to French commerce, the persons chosen for these religious expeditions were men of parts, elocution, graceful carriage and irreproachable lives; and accordingly they behaved with such prudence, condescension, and gentleness toward the Indians under their care that besides the universal veneration paid to their persons, their converts looked upon them as their fathers, and with all the tenderness of filial affection, shared with them what they caught in hunting and the produce of the fields."

A Modern Wigwam.

There is one name which stands out pre-eminently in connection with the Indians of this island. It is that of the Abbé Maillard, a missionary priest of the Roman Catholic church, who came out from sunny France to Louisburg, and for years had the exclusive charge of the Indians of Cape Breton and St. John Islands. He was a man of great ability, wide culture and infinite tact. To this day his name is held in the greatest veneration among the Micmacs. He it was

who first preached the Gospel of Christ to them, and he also gave them a written language. He accompanied them in their migrations from place to place; and their first care on arrival at a new resting-place was to put up a chapel and a wigwam for their devoted priest. His efforts for their conversion are said at first to have been rewarded with only a moderate amount of success, but soon the chief himself professed faith in Christ, and, as was the case with the tribes of northern Europe in yet earlier days, the whole nation then speedily followed his example. The secret of his great success lay in the fact that he identified himself with those for whose salvation he was laboring, living with them, sharing their joys and enduring their hardships. After the fall of Louisburg Maillard retired to St. John Island and later on became vicar-general of Quebec. His last days were spent in Halifax, where he became a great personal friend of the Rev. Thomas Wood, at that time assistant to the Rev. Dr. Breynton, then rector of St. Paul's Church. It is related that, in 1762, when upon his death-bed, as there was no priest of the Roman Communion except himself in Halifax at the time, he requested Mr. Wood to read the Anglican Office for the Visitation of the Sick in the presence of a number of the French then resident at Halifax. Upon his death he was buried by order of the Lieutenant-Governor, in St. Paul's churchyard, the office of burial being performed by Mr. Wood according to the form of the Church of England, but in the French language, "in the presence of almost all the gentlemen of Halifax, and a very numerous assembly of French and Indians." The respect in which he was held by those who differed from him in religion and nationality may be gathered from the interesting fact related in the report of the Society for the Propagation of the Gospel, that "his pall was supported by the President of the Council, the Speaker of the House of Assembly and four other gentlemen of Halifax." Several books bearing Maillard's signature, together with notes in French and Micmac, are now in the library of King's College, Windsor. It is conjectured that they came to the College through Mr. Wood, who himself devoted considerable attention to the



study of Micmac, translating portions of the Prayer Book into that language, and attaining sufficient proficiency in it to read prayers to the Indians in their own language at St. Paul's Church.

The Indians were exceedingly useful allies to the French in Cape Breton. The French always treated them kindly, living on terms of great intimacy with them; and were consequently often able to make use of them when at war with England. In 1720 a large band of Micmacs, most of them from Cape Breton, successfully attacked a settlement of New England fishermen and traders at Canso. Four Englishmen were killed. The rest took to their vessels and so escaped. The Indians captured fish and merchandise valued at £20,000. In 1724 an Acadian vessel, which had been seized by the English for illicitly carrying cattle from Bay Verte to Louisburg, was boarded in the Strait of Canso by a party of Indians who killed or made prisoners all the prize crew. Complaints were frequently made by the English to the French authorities at Louisburg regarding the conduct of the Indians, but with little practical effect. At both sieges of Louisburg the Indians rendered their French allies most material assistance, continually harassing the attacking forces. The Indian chief is said to have died of the wounds he received at the second siege.

When Cape Breton became a British province, the Indians seem soon to have gracefully accepted the new order of things, though the English did not apparently treat them with nearly as much tact and consideration as the French had done. At first the Indians applied at Louisburg for the presents formerly granted by the French without success, and were in consequence induced to declare their intention of seeking them from the French at St. Pierre and Miquelon. However, representations were made to the British Government with the result that a supply of cloth, shirts, muskets, powder, shot, hatchets and codlines, together with gold-laced hats and ruffled shirts for the chiefs, and colored ribbons for their squaws, were sent out. In spite of this concession numbers of Indians migrated to St. Pierre and Miquelon, and others, attracted by the good hunting grounds of Newfoundland, went to that island, where they are said to have speedily exterminated the few remaining Beothiks, as the aborigines were called. Later on, however, many of these Indians returned to Cape Breton and settled down as peaceful members of the community. Murdoch, in his "History of Nova Scotia," says that "after the English had established their power in the province, the Micmacs became tractable, peaceable and friendly, with great readiness, not only adhering strictly to their treaty engagements, but being most scrupulous and attentive to abstain from doing the slightest injury to the white people, or to abstract the value of one penny of their cattle or goods, showing that they deeply respected and well understood the rights of property."

The Micmacs now receive assistance from the Government. Their interests are looked after by an Indian agent in each county of the island. The Govern-

ment provides them with opportunities for education, free medical attendance, grants towards the roads of the reservations, and money grants to each tribe. Their domestic affairs are regulated by a chief, who is elected for life or as long as he desires to retain office, and who is assisted by captains, one elected for each reservation. The chief of the Indians in Cape Breton is also looked upon as the king of the whole Micmac nation, being considered as a sort of *primus inter pares* among the chiefs of the tribes. The present chief, who, however, at the time of writing has resigned office, is John Denys, an old man of marked intelligence. He succeeded his father, also John Denys, who himself succeeded his uncle, Francis Thoma. Chiefs of the Thoma family had previously reigned, at least since the days of French dominion, in the island.

The Statue of St. Anne carried in procession at the Annual Indian Mission

One of the most interesting things in the present day, connected with the Indians in Cape Breton, is the annual mission held about the time of the feast of St. Anne at Indian or Chapel Island in the Bras d'Or Lakes, about seven miles from St. Peter's. The only buildings on the island are the chapel and the house at which the priest resides while in charge of the mission. During the festival, which lasts for ten days, the cleared section of the island is dotted with tents and wigwams, erected for the purpose by the Indians who, with their wives and families, come for the occasion from all parts of Cape Breton, as well as a considerable number who come from other parts of Nova Scotia, from New Brunswick, from Prince Edward Island, and sometimes even from Newfoundland. To be unable to be present at the mission is looked upon by the Indians as a misfortune to be avoided as far as is possible.

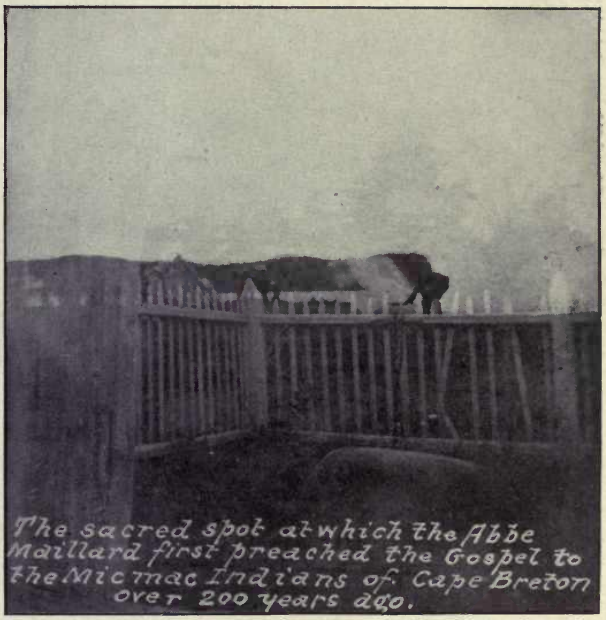
After the first day, which is occupied largely in putting up the wigwams, the regular work of the mission begins. Mass is celebrated every morning by the priest in charge, the musical portions of the service being sung by the Indians in their own language. The singing of the Indians strikes the hearer as being both weird and sweet. It is chiefly in minor tones. After the priest's English sermon, the chief generally addresses the congregation, partly repeating in

Micmac the words of the priest, and partly, as the present chief told the writer, preaching in his own words. The children are catechized, and those found sufficiently prepared are admitted to their first communion. It is during the festival that nearly all the marriages take place. An Indian engagement rarely lasts more than a few hours. The youth meets and admires a maiden at the festival, and, if there are no impediments, the marriage takes place almost immediately. During their stay in the island the chief, assisted by the captains, holds a court in one of the larger tents for the settlement of any disputes that may have arisen. The treaties made in early days with other tribes, and the laws also which govern their own, are exhibited. Besides a good opportunity for social pleasures is afforded by the missions. Many reunions of long separated relatives and friends take place. The evenings are given up to dancing and other amusements. For a few days before the commencement of the festival the steamers on the lakes bring numbers of Indians, who with their families and effects and bundles of birch-bark to be used in the erection of the wagwams, present an interesting appearance.

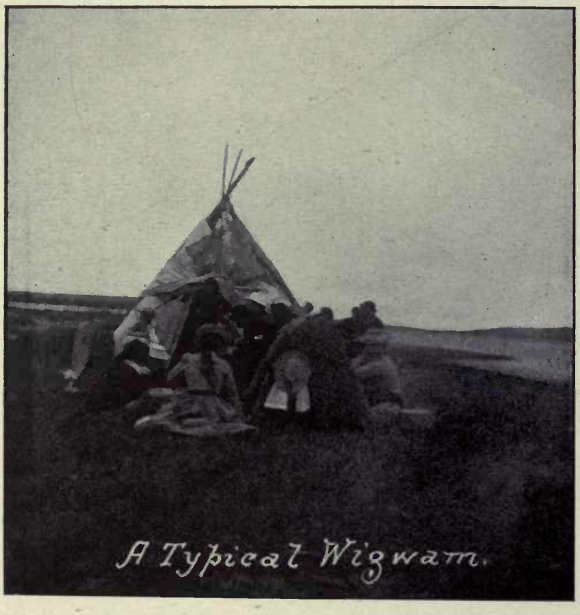
The chapel itself is dedicated to St. Anne, who, doubtless as a result of the devotion of the early French missionaries, is everywhere regarded as the patroness of the Indians. Its appointments are similar in character to those of the ordinary small Roman Catholic church, but it also contains a statue of the good St. Anne herself, which is regarded with the greatest possible veneration by the Indians, who relate that it was brought out to Cape Breton by Father Maillard himself. The statue, which is apparently of wood, covered with plaster of paris, is about three-quarters life size and represents the saint as seated and instructing the Blessed Virgin, as a little girl, from an open book. The figures are upon a movable stand surmounted by a canopy, and usually occupy the position of honor on the right side of the altar. The present chapel is about twenty-eight years old. There was undoubtedly a small chapel on the island during the days of the French regime, erected probably under the direction of Father Maillard, who, it would seem, gave the island its earlier appellation of "Ile Ste. Famille," the Island of the Holy Family. Brown relates that on November 28, 1792, Lieutenant-Governor Macarmick, who succeeded DesBarres at Sydney, granted leave to Francis Bask and Michael Tomma, two chiefs of the Micmacs, "To build a chapel on the island of St. Villemai (obviously a mistake for Ste. Famille) in the Bras d'Or Lake, near to the portage of Mount Grenville, for the exercise of divine worship agreeable to the rites and ceremonies of the Roman Catholic religion, and to possess the same during his Majesty's pleasure." The writer was told by the chief that the present is the fifth chapel erected on the island since the fall of Louisburg. The present altar is modern; but for many years the church contained an old carved French altar, which bore upon the tabernacle the date 1717. Unfortunately some years back the Indians agreed to

give the altar to the priest then stationed at Red Island, and to-day it is to be found in the Church of the Sacred Heart at that place. It is related that this altar formerly belonged to the chapel in the old French fort at St. Peter's, or Port Toulouse, as it was then called; that when the English took the place the altar was carried off by the French and hidden in the woods, and that it was subsequently found and jealously guarded and kept by the Indians.

The leading feature of the feast is the procession, which takes place generally on the Sunday nearest to St. Anne's Day. The objective point of the procession is the sacred spot, fenced in from desecration, where the good priest Maillard, nigh two hundred years ago, preached from a granite rock the Gospel of Christ to his beloved Indians. The rock itself is marked by a plain cross cut upon its surface, and is surmounted by an iron cross, obviously placed there at a later date. Immediately after mass faithful Indian women and girls decorate the shrine with lace curtains and bright-colored cloths and place crowns of artificial flowers upon the heads of both St. Anne and Our Lady. Meanwhile the men are engaged in marking out the course of the procession with poles surmounted by white flags with red crosses upon them. When all is ready the procession starts from the church. First comes an aged Indian bearing the processional crucifix; then the priest and the chief walking side by side; then an Indian bearing a green banner with three white crosses upon it; next the sacred shrine itself borne upon a litter carried by four Indians, wearing blue sashes, and supported by four Indian maidens, two on each side, who are decked in new clothes of all the colors of the rainbow and carry each a vase of flowers; after this a blue banner with white crosses; then the choir who chant the Magnificat and other hymns in Micmac; and last of all the great body of the faithful, many of whom bear small flags marked with crosses. All the men walk with bared heads and the utmost decorum is maintained. The book used by the leader of the choir is a manuscript copy of the

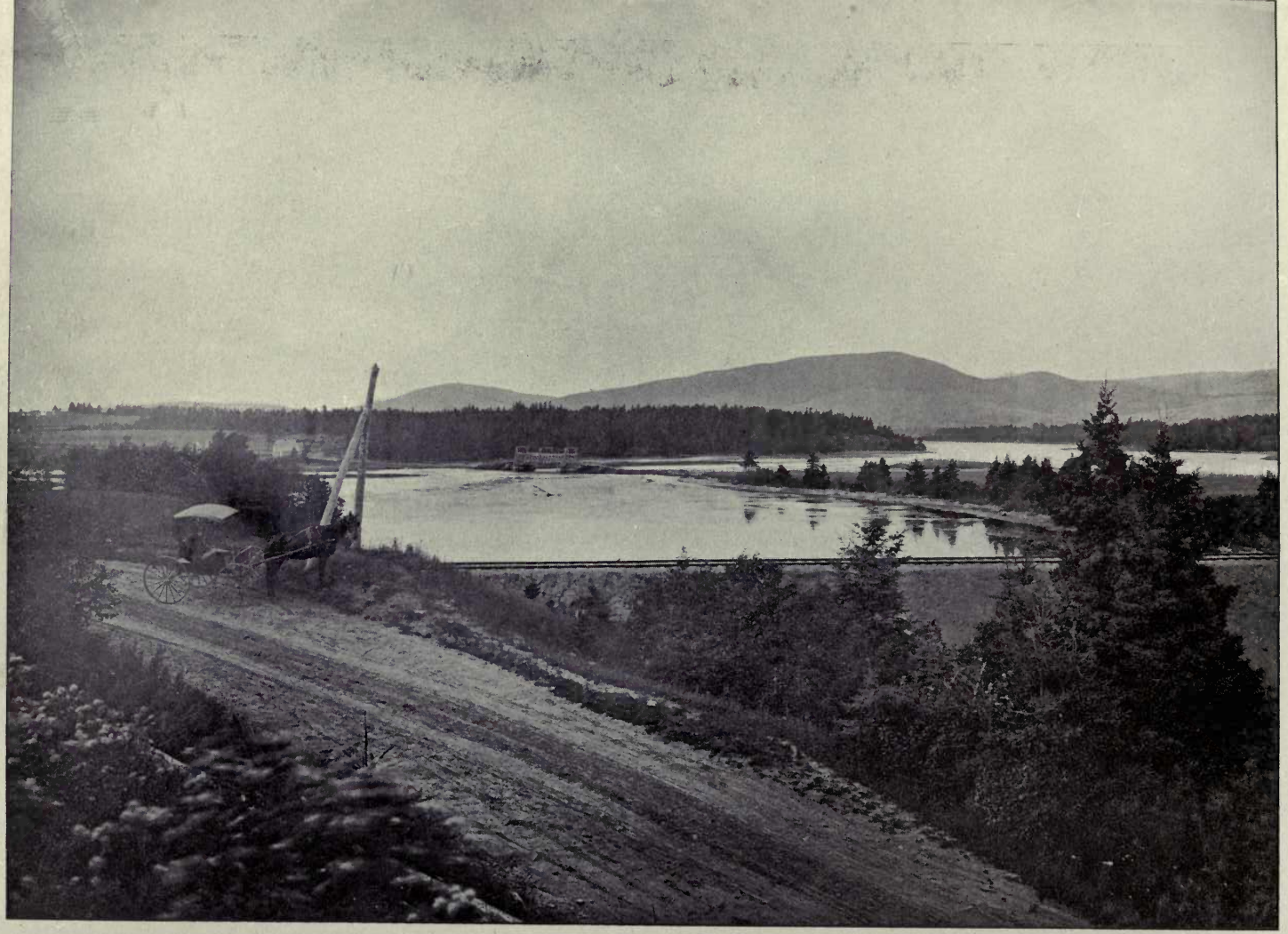


service, made upon a huge, leather-bound ledger, which is carried before him by two younger Indians, wearing green sashes and walking backwards. Having arrived at the sacred spot a halt is made, while prayers are recited. All then come one by one before the shrine, cross themselves, deposit their offering of money, and then kneel or bend down to kiss the saint's feet. This concluded, the procession reforms and returns to the church. About half way back another halt takes place, so that all taking part in the procession may kneel in prayer for a few minutes. The procession then returns and marches round the church, into which the shrine is taken. Then follows a short service in Micmac and later in the day vespers are said. While the procession is going on, salutes are fired at intervals from a small French cannon, brought originally from Louisburg.


A Typical Wigwam.

The prayer-books used by the Indians are exceedingly interesting. Their written language which, as previously stated, was arranged for them by the Abbé Maillard, is hieroglyphic. A star, for instance, represents heaven, a double circle the world. Many of the symbols are, of course, far less obvious in character, but they were undoubtedly arranged on this plan. For years the Indians had nothing but manuscript books copied either by their priests or themselves. A German priest, however, named Father Kauder, who lived for a long while at Tracadie, at last became deeply interested in Indian work, and collecting all the manuscripts he could obtain, prepared an edition of the Micmac prayer-book, which he induced a learned society in Vienna to publish in 1866 on condition of receiving in return all the old manuscripts. Printed copies were then sent out to the priests, who distributed them among the Indians. The books are strongly bound in leather with a flap to go round them to preserve them from damp. A copy of this book was sent by the Rev. Father Quinan, of Sydney, to the poet Longfellow soon after its publication. These books are now becoming very rare and a new edition is badly needed.

THE MICMAC INDIANS.

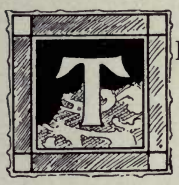


WHERE THE RAILWAY CROSSES THE MABOU RIVER.

CHAPTER XV.

RELIGIOUS HISTORY OF THE ISLAND.

THE ROMAN CATHOLIC CHURCH—DURING THE FRENCH REGIME—THE ABBÉ MAILLARD'S WORK AMONG THE MICMACS—CHURCH OF ST. LOUIS AT LOUISBURG—ALTAR AT ST. PETER'S—CHAPEL AT ST. ANN'S—AFTER THE BRITISH CONQUEST OF THE ISLAND—FATHERS CORMIER AND DALBINE, S. J.—CHAPEL AT INDIAN ISLAND—THE HIGHLAND SETTLERS—REV. ALLAN MACLEAN—REV. FATHER MACSWEEN—REV. ALEXANDER MACDONALD—FORMATION OF THE DIOCESE OF ARICHAT, 1840—BISHOP FRASER—BISHOP MCKINNON—BISHOP CAMERON—FATHER MCKEAGNEY, THE FIRST SETTLED PRIEST AT SYDNEY—ST. PATRICK'S CHURCH—REV. FATHER QUINAN—CHURCH OF THE SACRED HEART—FIRST CHURCH AT SYDNEY MINES—FATHER DRUMMOND, FIRST RESIDENT PRIEST—FIRST CHURCH BUILT AT NORTH SYDNEY—REV. FATHER MCINTOSH—EDUCATIONAL MATTERS—COLLEGE AT ARICHAT—NUMBER OF CHURCHES AND PRIESTS.



HE Roman Catholic Church was the first religious body to undertake work in Cape Breton. Unfortunately, owing partly to the lack and partly to the inaccessibility of its records, the material available for its history is exceedingly meagre. During the French occupation of the island the clergy sent out belonged as a rule to religious orders, and their names and any records they may have left behind them are in all likelihood to be found in the head house of the order in France. The only one of these of whom much is known is the Abbé Maillard, a man of great culture and learning, who devoted his attention chiefly to missionary work amongst the Micmacs. He lived with his converts and exercised a remarkable influence over them. A fuller reference to his splendid work and the permanent impression he was able to make will be found in the chapter of this work devoted to the Indians of Cape Breton.

At the end of the French regime churches existed at Louisburg, St. Ann's, Arichat and Cheticamp. The chapel at Louisburg, dedicated to St. Louis, the saint king of France, was used as a place of worship by the garrison, and undoubtedly possessed ornaments of taste and value. When the fortifications were destroyed by the English this chapel suffered a like fate. The bell was carried to Halifax along with other spoils of victory, and in 1776 it was purchased from the Government by the Lutheran congregation at the German

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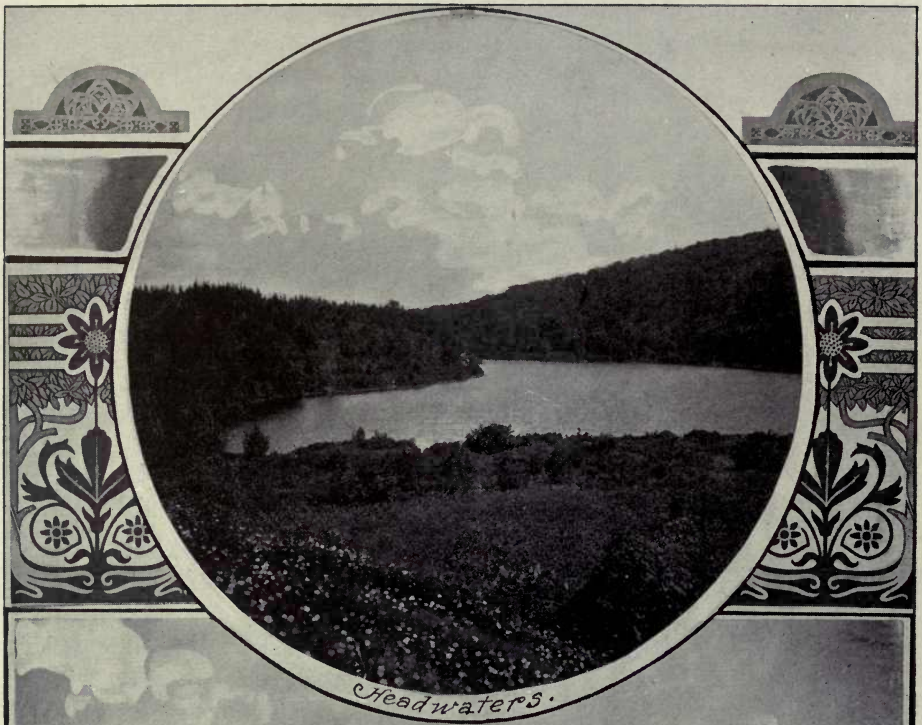
NOTE.—In treating of the religious history of the island, the different religious bodies have been arranged in the order in which they undertook work in Cape Breton. For the history of the Anglican Church the writer desires to express his indebtedness to valuable papers by the Venerable Archdeacon Smith and Rev. Rural Dean Draper; for that of the Methodist Church to the late Rev. Watson Smith's "History of Methodism in Eastern Canada," and to interesting papers by the Rev. D. W. Johnston. The material for the rest of the chapter was kindly supplied verbally by prominent clergy and laymen of the different religious bodies.



Headwaters.

Mount Bear.

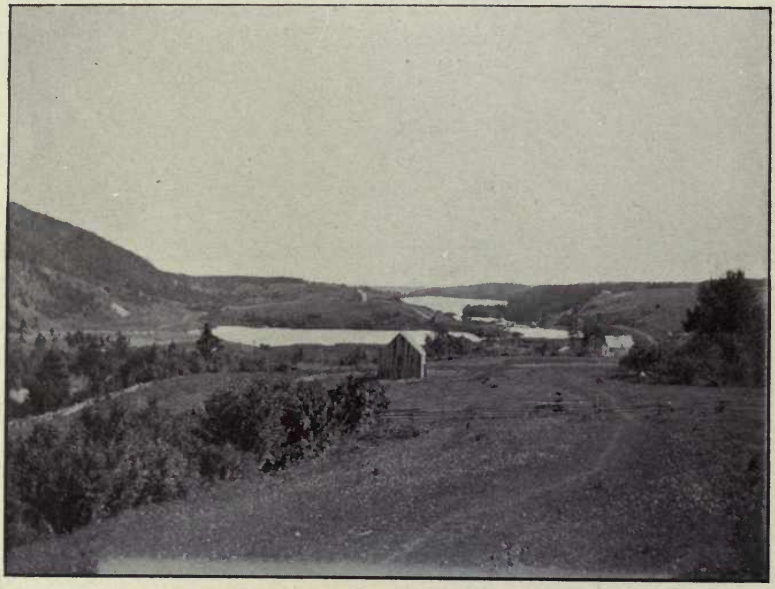
LAKES O'LAW.

settlement of Lunenburg in Nova Scotia and hung in their newly erected church. The altar, which was originally in the chapel of St. Peter at Port Toulouse (now St. Peter's), is now in the church at Red Island. It bears on the tabernacle the date 1717. The ruins of the chapel at St. Ann's may still be traced. The bell used at this church was found a number of years ago and carried to the United States.

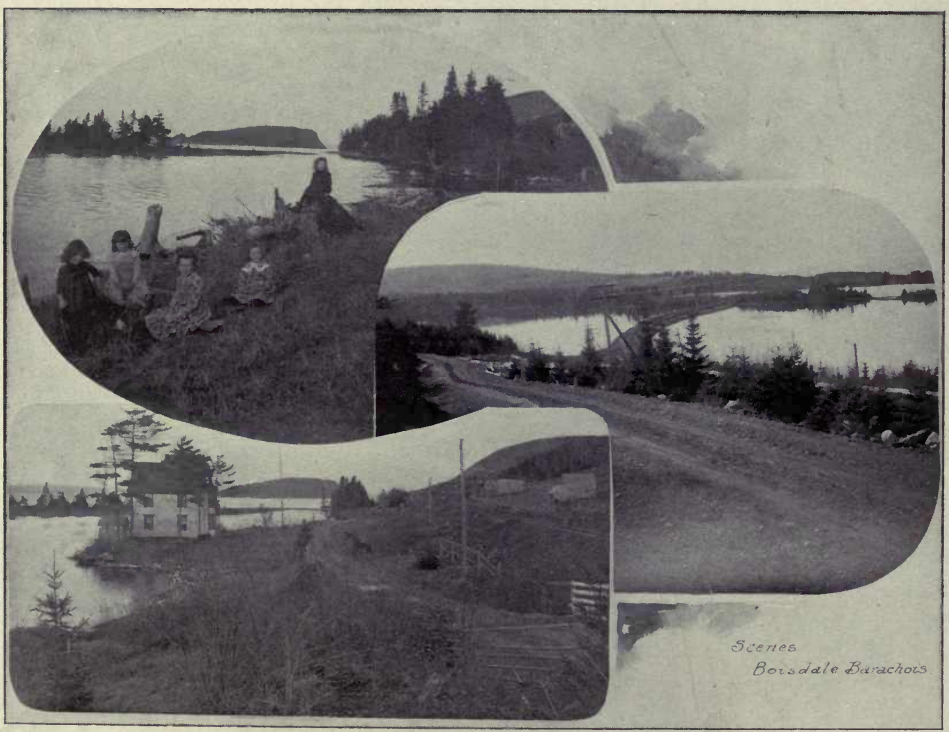
After the conquest of Cape Breton by the English, the spiritual wants of the French inhabitants who still remained were supplied by priests from Quebec, who came down generally for two months in the summer and made a tour of the settlements, preaching and administering the rites of the Church. Meanwhile the Indians, nearly all of whom had become converts to the Christian faith, were in grave danger of relapsing into paganism. The French settlers, realizing this and fearing the effect upon their Indian neighbors of the relaxation of religious influence, wrote to France requesting that missionaries should again be sent out to the Indians. As a result of their efforts, two Jesuit missionaries, Fathers Cormier and Dalbine, were sent out from France. After laboring faithfully for five years one of them died. The other was then recalled to France and did not return. In 1792 two Micmac chiefs obtained permission from Lieutenant-Governor Macarmick to erect a chapel on what is now known as Indian or Chapel Island, near St. Peter's. Some time about the year 1790 the Right Reverend J. P. Bourke, who was Vicar-General at Halifax, sent missionaries here for the French and Indians.

Quite a large number of the settlers from the Highlands of Scotland, who came to Cape Breton during the concluding years of the eighteenth and the first quarter of the nineteenth century, were adherents of the Roman Catholic Church. Owing doubtless to the great scarcity of priests in Scotland, due to the fact that there was at that time no training college in the country, no priests accompanied the immigrants to this island. The attention of the Church authorities was soon directed to their spiritual needs and priests were sent to minister in Cape Breton. One of the earliest of these was the Rev. Allan Maclean, a native of the island of Barra, who took courses successively in arts, medicine and theology at the famous Spanish University of Valladolid. He was sent to Arichat when quite young. During Lent it was his custom to travel all over the island for the purpose of hearing confessions. After the formation of a diocese for the eastern section of the Province of Nova Scotia, with headquarters at Arichat, he was removed to Judique, a settlement on the coast of Inverness County. There he ministered faithfully for many years and died in 1877, having reached an age of over one hundred years.

Later on Bishop Welsh, of Halifax, sent a request to Bishop Hayes, of Edinburgh, for a Gaelic speaking priest for Cape Breton. As a result Father MacSween came out. He lived for a while at Boisdale, and later on at Grand



GEORGE'S RIVER.



ON THE LINE OF THE INTERCOLONIAL RAILWAY.

Narrows, ministering with great faithfulness to the Gaelic speaking people of the island. The Rev. Alexander Macdonald, of South Uist, Scotland, who was educated at Valladolid, was sent out by Bishop Hayes for one year, and at his own request was allowed to remain. After a faithful ministry he died at Mabou.

Meanwhile it was deemed advisable that the needs of the eastern section of the extensive diocese of Halifax should be met by the formation of another episcopal see. Accordingly in 1840 the diocese of Arichat was formed, and the Rev. J. F. Fraser, of Strathglas, Scotland, who had been educated at Valladolid, and sent out to Halifax to assist Bishop Welsh, became the first bishop. Bishop McKinnon was the second occupant of the see. Bishop Cameron, who was born in 1826 and educated at the College of the Propaganda at Rome, where he studied for eleven years, became coadjutor in 1869. He became bishop with full jurisdiction in 1877, and is still the venerable and beloved occupant of the see. In 1882 the name of the diocese was changed from Arichat to Antigonish, and the bishop now resides at the latter place.

In early days the town of Sydney was visited by the priest stationed at Arichat, who usually traveled on foot through the island. The first settled priest was the Rev. Father McKeagney, who had charge, not only of Sydney, but of all the adjacent section of the island. The first church was that of St. Patrick, a neat stone edifice, which still remains and forms an interesting link between the old and the new Sydney. The Rev. Father Quinan, who retained charge of the parish for nearly fifty years, came to Sydney in 1853, at first having charge, not only of Sydney, but also of Low Point, Lingan, Bridgeport, Little Glace Bay and French Vale. During his ministry he was able to see churches erected at all of these places. The present Church of the Sacred Heart was finished in 1889, its predecessor, also dedicated to the Sacred Heart, having been destroyed by fire. The Convent of the Holy Angels was commenced in 1884 and finished two years later. By his zeal and devotion and the lovableness of his character, Father Quinan won a place in the hearts of his people such as is attained by few. As a result of the industrial progress of the town, the congregation has greatly increased, and in 1901 a new church, that of the Holy Redeemer, was erected at Whitney Pier.

The first church at Sydney Mines was built in very early days and dedicated to St. Peter. It stood near the spot where the fort was subsequently erected. In 1838 a new church near the present site was built. The first priest to visit Sydney Mines was the Rev. Father McKeagney ; the first to settle there, the Rev. Father Drummond, who did so in 1840. The present church was erected in 1844–45, and during the same year the first St. Joseph's Church at North Sydney was built. While this church was being constructed mass was said in a store near the site at present occupied by the railway terminus. The congregation at North Sydney was served by the priest at the Mines until the Rev. Father

All in a Few Hours.

Supper Time at the Mira River. Trout Fishing Resort.

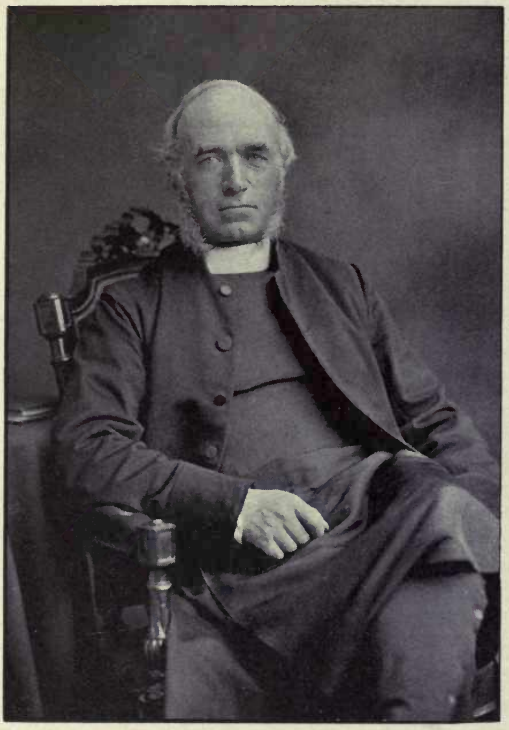
McIntosh was appointed in 1879. During a pastorate of over twenty years he endeared himself to all bodies of Christians. He is now parish priest at D'Escousse in the Isle Madame.

Considerable attention has been given to educational matters. There are a number of convents with good schools in connection scattered throughout the length and breadth of the island. In 1853 a college for the education of young men for the priesthood was started at Arichat by Bishop McKinnon, of which the Rev. John Schulte was appointed rector. In 1854 Dr. Schulte was succeeded by Rev. Dr. Cameron, who had just graduated with honors in Divinity and Philosophy at Rome. In 1855 Bishop McKinnon founded St. Francis Xavier College at Antigonish, and the seminary at Arichat was merged in the new foundation. The Church now has fifty churches, served by forty-four priests.

THE CHURCH OF ENGLAND—MASTER WOLFALL, CHAPLAIN TO SIR HUMPHREY GILBERT—SERVICES DURING THE BRITISH OCCUPATION OF LOUISBURG—SETTLED MINISTRATIONS BEGUN, 1785—OLD REGISTER OF ST. GEORGE'S CHURCH—REV. BENJAMIN LOVELL, THE FIRST CLERGYMAN—FIRST NATIVE OF SYDNEY—REV. RANNA COSSIT, FIRST RECTOR OF ST. GEORGE'S—ERECTION OF THE CHURCH—FIRST PARISH MEETING—FIRST EPISCOPAL VISIT—REV. WILLIAM TWINING, THE SECOND RECTOR—REV. ROBERT FERRYMAN—REV. HIBBERT BINNEY—REV. CHARLES INGLES—REV. WILLIAM PORTER—REV. R. J. UNIACKE—VENERABLE ARCHDEACON SMITH—PARISH OF CHRIST CHURCH, SYDNEY, FORMED—FIRST SERVICES AT ARICHAT—REV. WILLIAM SHAW—BUILDING OF THE PRESENT CHURCH—TRINITY CHURCH, SYDNEY MINES—REV. W. ELDER—THE CHURCH OF ST. JOHN BAPTIST, NORTH SYDNEY, ERECTED—CHURCH WORK AT BADDECK AND NEIL'S HARBOR—REV. SIMON GIBBONS—AT ST. PETER'S—AT PORT MORIEN AND GLACE BAY—PARISH OF LOUISBURG—NUMBER OF PARISHES, CHURCHES, CLERGYMEN AND COMMUNICANTS.

The claim has been made that the first service ever held in the island of Cape Breton, according to the use of the Church of England, took place as early as 1583 when Master Wolfall, who was chaplain to Sir Humphrey Gilbert on his famous voyage, celebrated the Holy Communion upon the shores of the island. It is generally regarded as doubtful whether Sir Humphrey Gilbert visited the shores of Cape Breton. During the British occupation of Louisburg services were undoubtedly held. The first settled ministrations of the church however, date from the founding of Sydney in 1785. The old register of St. George's parish, the history of which is for a long time the history of the Church of England in the island, is full of interesting and valuable material. The first clergyman was the Rev. Benjamin Lovell, the garrison chaplain. His first recorded ministration was the baptism of his son Frederick Amelia, who was born April 12th, 1785, and baptized April 18th, and to whom belongs the distinction of being the first native of Sydney. Mr. Lovell was a member of Governor DesBarres' first council. After the coming of the Rev. Ranna Cossit, the first rector of St. George's, his name still occasionally figures in the register as having performed various ministerial acts. The Rev. Ranna Cossit, who was a missionary of the Society for the Propagation of the Gospel, an organization to which

the Anglican Church in the colonies owes much, was of French extraction, and had previously officiated in New England. He held the rectorship of St. George's from June, 1786, to July, 1805. Several of his descendants still remain in the island, and possess many of his sermons and other papers of great interest. He spent most of his time in Sydney, but also visited the surrounding districts, preaching, visiting and baptizing. The erection of the church, which was the first building built for religious purposes in the island by any religious body other than the Church of Rome, was commenced soon after Mr. Cossit's arrival. The Imperial Parliament voted £500 towards it, and in 1803 gave an additional grant of £300. A section of the church was reserved for the use of the garrison. The first parish meeting took place on Friday, September 27th, 1786; but as there were not sufficient of the inhabitants present to make choice of churchwardens and vestrymen, it was adjourned till October 2d, on which day George Moore and John Smith, Esqs., were chosen the first churchwardens, and with other gentlemen of the town constituted the first vestry. On leaving Sydney in 1805, the Rev. Mr. Cossit was appointed rector of Yarmouth, N. S.



Right Rev. Hibbert Binney.

Up to this time a bishop had never visited the island, and the young people had consequently been admitted to communion without receiving the rite of confirmation. In July, 1805, however, the Right Rev. Charles Inglis, the first Bishop of Nova Scotia as well the the first Bishop of the Anglican Colonial Church, visited Sydney, officiated on two successive Sundays and held a confirmation. The second rector, Rev. William Twining, came in 1806. Besides officiating at Sydney, where in addition to his parochial duties he discharged those of garrison chaplain and a member of the council, he visited Arichat, St. Peter's, and other places far removed from his place of residence. Rev. Robert Ferryman succeeded him in 1815, and although his incumbency only lasted a year, he visited Sydney Mines, Bras d'Or, St. Peter's and other places.

He was succeeded by the Rev. Hibbert Binney, who married a daughter of Richard Stout, of Sydney, and whose first child was the late Right Rev. Hibbert Binney, the fourth bishop of Nova Scotia. He proved himself an indefatigable worker, and during his seven years' incumbency he visited almost every settlement in the island and baptized over six hundred persons. The next rector, the Rev. Charles Ingles, came to Sydney in 1824, and followed Mr. Binney's example in the devoted interest he took in the charge of his field of labor, which comprised the whole island. In 1833 Bishop John Inglis visited Sydney and consecrated the church and burial ground. From 1840 Mr. Ingles was assisted by Rev. William Porter, who acted as traveling missionary to the outlying stations. A tablet still to be seen in the chancel of the church, relates that he was drowned whilst crossing the harbor on the ice to North Sydney. Mr. Inglis resigned the rectorship in 1853, but continued to act as chaplain to the garrison till the final withdrawal of the troops at the commencement of the Crimean War in 1854.

Rev. R. J. Uniacke became the sixth rector and labored long and faithfully. The church was rebuilt in 1859, the chancel added in 1862, and the tower and spire in 1878. In 1872 the present rector of St. George's, the Venerable Archdeacon Smith, came to assist Dr. Uniacke as curate, and was elected rector upon the former's death in 1877. In 1880 the island was formed into an archdeaconry, Dr. Smith being appointed the first holder of the office. In 1901 a new parish, that of Christ Church, was formed in Sydney, and a parish house was erected the same year on George Street. At Whitney Pier St. Alban's Church was organized and a church erected in 1902.

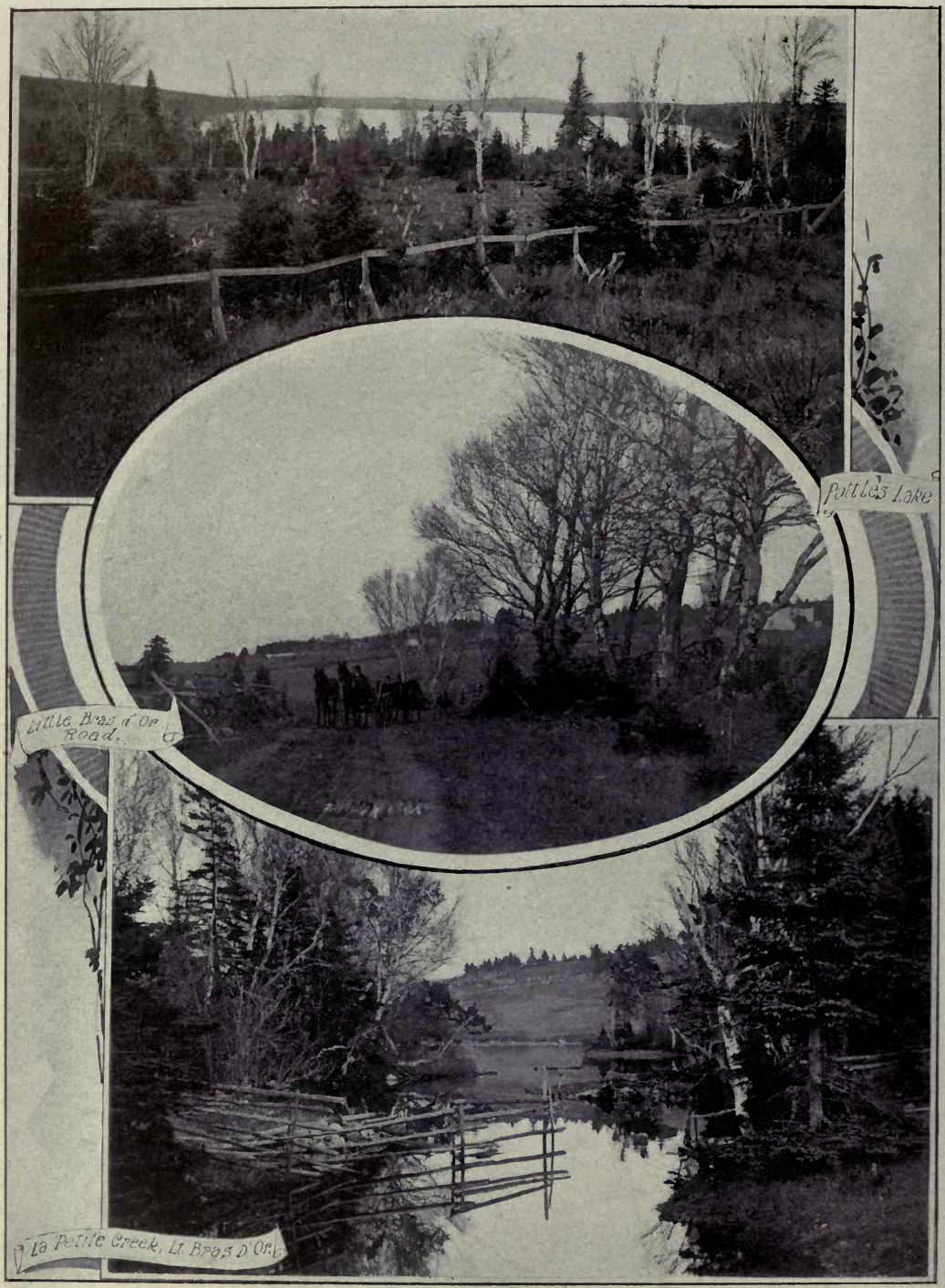
It was in 1824 that the members of the church at Arichat, feeling dissatisfied with the arrangement by which they were only able to have service once or twice a year when the rector of Sydney could come for the purpose, petitioned Bishop John Inglis to procure them a resident missionary. The following year a meeting was held in the court house to arrange for the erection of a church. On September 2d, 1827, Archdeacon Willis visited Arichat, holding service in the court house, and the following day administered the communion to eighteen persons in the house of John Jeans, the Collector of Customs. He reported that work on the new church was in a forward condition, and recommended the appointment of a clergyman conversant with both French and English. Early in 1828 the first clergyman, Rev. William Shaw, arrived. The same year Isle Madame, with some adjacent settlements, was by an order in council erected into a new parish with the title of St. John's, Arichat. After many years of faithful labor Mr. Shaw resigned in 1853. The present church was built in 1895 on the site of the older building.

The next parish to be formed was that of Trinity Church, Sydney Mines. For a long time it included what is now the parish of North Sydney and the

GRAND RIVER.

missions of Baddeck and Neil's Harbor. The first clergyman of whom there is any record, was the Rev. W. Elder, who was appointed in 1841. It was in 1877, during the incumbency of the Rev. G. Metzler, that the Church of St. John Baptist was erected at North Sydney, where the services had been previously held in the Bethel. The parish of North Sydney was constituted in 1882. The new church was commenced in 1902. A church at Big Baddeck was commenced in 1853 and completed three years later. In 1877 the Rev. Simon Gibbons, a talented clergyman of Esquimau descent, was appointed traveling missionary, and took up his residence in Baddeck. He worked with the greatest zeal, taking an especial interest in the Newfoundland fishermen who had settled along the coast of Victoria County. Mr. Gibbons had the happiness of seeing churches erected both at Neil's Harbor and Baddeck. Services have also been held occasionally at St. Peter's, where a church has just been opened.

What are now the parishes of Port Morien, Louisburg and Glace Bay, for a long time formed part of that of St. George's, Sydney. Rev. W. Y. Porter, as traveling missionary, did a noble work in this section of the vineyard. During the fifties, churches were erected at South Head and Big Glace Bay. After Mr. Porter's death, Cow Bay, Mira and Glace Bay were served by Rev. W. E. Gelling, who resided at Mainadieu. When the coal-beds at Glace Bay began to attract attention, leading to a large influx of population, a church was erected, the site and £100 being donated by E. P. Archbold, the chief owner of the mines. The present church at Port Morien was erected during the incumbency of Rev. C. Croucher. He was succeeded by Rev. W. J. Lockyer, who became, when the mission was constituted the parish of St. Paul, Cow Bay, in 1886, the first rector. During his incumbency churches have been built at Reserve and Old Bridgeport. In 1901 Glace Bay, Bridgeport and Reserve became a new parish with the title of St. Mary's, Glace Bay. It was in 1865 that Rev. W. H. Jamieson was appointed to the charge of the mission of Louisburg, which included Lorraine, Mainadieu and Catalone. He resided at Mainadieu. After the parish had had a succession of rectors, all of whose tenure of office was comparatively brief, Rev. T. F. Draper, the present rector and the Rural Dean, was appointed in 1882. The debt having been paid off, the present church was consecrated in 1885. The Anglican Church in Cape Breton now has eight parishes and one mission, twenty churches, eleven clergymen and about one thousand communicants.



Scenes at North Sydney.

THE PRESBYTERIAN CHURCH—HUGUENOT SERVICES IN THE HARBOR AT LOUISBURG—REV. SAMUEL MOODY AND HIS FELLOW CHAPLAINS OF PEPPERELL'S EXPEDITION—FRASER'S HIGHLAND REGIMENT MINISTERED TO BY THEIR CHAPLAIN, REV. ROBERT MACPHERSON—VISITS OF THE REV. JAMES MCGREGOR TO THE ISLAND—REV. ALEXANDER DICK—SPIRITUAL DESTITUTION OF THE HIGHLAND SETTLERS—JOHN GWYNN, THE FIRST PREACHER IN NORTHERN VICTORIA COUNTY—REV. WILLIAM MILLER, OF MABOU—REV. DONALD MACDONALD, THE FOUNDER OF "THE JERKERS" OF PRINCE EDWARD ISLAND—NORMAN MCLEOD OF ST. ANN'S, "ARK-BUILDER, LAW-GIVER AND PROPHET"—MISSIONARY TOURS OF REV. JOHN MCLENNAN AND REV. D. A. FRASER—REV. DUGALD MCKICHEN, THE FIRST SETTLED MINISTER OF THE CHURCH OF SCOTLAND—NOBLE EFFORTS OF MRS. MCKAY, OF ROCKFIELD, SUTHERLANDSHIRE, ON BEHALF OF THE CAPE BRETON MISSION—REV. ALEXANDER FARQUHARSON—HIS FELLOW-LABORERS—REV. JOHN GUNN OF BROAD COVE—EFFECTS OF THE DISRUPTION—REV. MATTHEW WILSON AT SYDNEY MINES—REV. HUGH MCLEOD AT MIRA AND SYDNEY—ST. ANDREW'S CHURCH, SYDNEY—ST. MATTHEW'S CHURCH, NORTH SYDNEY—PRESENT NUMBER OF MINISTERS AND COMMUNICANTS.

The first Presbyterians in Cape Breton were French Huguenots, who were, however, few in number and never had religious organization. Huguenot services were doubtless held on shipboard in the harbor of Louisburg, but there is no record of their occurrence on shore. The first services in English of the Presbyterian order were those conducted by that stern old Puritan, Rev. Samuel Moody, A. M., and his fellow chaplains of Pepperell's expedition, who were Independents in religion. From the time of the departure of the New Englanders until the coming of Wolfe in 1758 there is no record of services conducted by the followers of Calvin and Knox. The famous regiment known as Fraser's Highlanders, which formed part of the expedition of that year, was ministered to by their Church of Scotland chaplain, the Rev. Robert Macpherson.

The next mention of the presence of a Presbyterian clergyman in the island was in the year 1798, when the Rev. James McGregor, D.D., of the presbytery of Pictou, visited Cape Breton. He landed at St. Peter's, where he was hospitably entertained by Lawrence Kavanagh, a Roman Catholic gentleman who afterwards became one of the island's first representatives in the legislature of Nova Scotia. Dr. McGregor spent his first Sunday in vain attempts to get to Sydney from the head of East Bay. His visit to Cape Breton was made at the request of a number of people residing in or about the town of Sydney. No record exists of his services except a presbytery record in reference to the need of a minister at that town and the baptism of some children.

In 1802 the Rev. Alexander Dick, afterwards of Maitland, ministered for a short time to the people in and about Sydney, who were desirous of ordinances administered according to the Presbyterian order. His are the first services of which we have any mention "in the western arm" of the then Bay of Sydney, where he preached to "a numerous and attentive congregation." The people were anxious to retain Mr. Dick's services, but he had already been designated to Shubenacadie. The Rev. Dr. McGregor's second tour through Cape Breton took place in 1818, when he visited Port Hood, Mabou, Strait of Canso, River Inhabitants, West Bay, etc., often officiating in barns. He

was everywhere received and aided on his way by Protestant and Roman Catholic alike.

The emigration from the Highlands of Scotland, especially from the islands of Lewis and Harris, Uist, Skye and Isla, to Cape Breton commenced about 1800 and continued for over a quarter of a century. Many of these settlers were Presbyterians, but for a long while they were without the ministrations of their church. Indeed, their spiritual condition is described as pitiable in the extreme: "No clergyman had settled among them, no religious ceremony hallowed their conjugal unions, no baptismal prayers united their offspring to the Mother Church, still loved and honored by many a lonely settler, to whom the sacred oracles were sealed books, for he could not read!" John Gwynn, an American refugee of 1812, the first settler at Cape North, is said to have been the first preacher of the Gospel in the northern wilds of Victoria County. He was the owner of a small trading vessel, and when in port would hold meetings for prayer and the reading of the Scriptures.

The Rev. William Miller, who labored uninterruptedly at Mabou for forty years, was for many years the only Presbyterian minister in the island. He was a native of Ayrshire, Scotland, and was ordained at West River, Pictou, in the autumn of 1821. At the commencement of his ministry everything was in the most primitive condition. There were no public highways, no bridges, and no comfortable conveyances. He preached his last sermon on Sunday, November 7th, 1861, and died on the 16th of the same month.

In the year 1824 the Rev. Donald Macdonald, who was born in Perthshire, Scotland, in 1784, and ordained in 1816, came to Cape Breton, where, without a commission of any kind from any church, he devoted himself to the task of

supplying the prevalent spiritual destitution. An article published in the "Presbyterian and Scotch Record," in 1863, thus speaks of him: "None but the bravest heart could have faced the privations and sufferings he endured. With the zeal and heroism of a Xavier he braved the wild beasts of the forest, the almost Arctic severity of the climate, and above all the indifference and degradation of the people. His feet were covered with untanned moccasins. He walked on snow-shoes, and blazed his way through the pathless forest with his hatchet. He had no home to shelter him, but was contented with the chance shelter of the rudest hut or shanty, and with the coarsest fare. He carried no scrip and he had no money in his purse, nor would he take any reward for his labors except the primitive hospitality of the people, who learned to love and honor him." In 1826 he removed to Prince Edward Island, where, before his death, he erected thirteen churches, of which he was the sole minister, and had the spiritual oversight of more than five thousand adherents. His followers are popularly known as Macdonaldites or Jerkers, the latter name being derived from the singular physical manifestations connected with their religious services.

Rev. Norman McLeod.

Possibly a still more remarkable man was Norman McLeod, who was closely connected with the religious history of Cape Breton at this period. He was born at Assynt, Sutherlandshire, Scotland, in 1783. He came first to Pictou County, Nova Scotia. There he taught, farmed, built ships and preached. He never took any money for his religious ministrations, and he gathered to himself a numerous following. Later on he built a ship, and with many of his followers came and settled at St. Ann's in Victoria County, where at South Gut he built a church to seat a thousand people. His followers claim that he was licensed to preach by a presbytery in New York. It is doubtful if he ever received ordination, but his influence was most remarkable, and it is still a power in the land. He has been spoken of as "the prophet, priest and king of the northland," and is said to

have combined the qualities of Noah, Moses and Elijah, being alike ark-builder, law-giver and prophet. After laboring at St. Ann's for thirty years, he built another vessel, and with a large following went to Australia, later migrating again to New Zealand where he continued to minister to the needs of his faithful Highland followers till his death.

In 1827 the Rev. John McLellan, of Prince Edward Island, and Rev. D. A. Fraser, of Pictou, made missionary tours through the island. In a letter to Dr. Burns, one of the secretaries of the Glasgow Colonial Society, Mr. McLellan tells of visits to Grand River, the entrance of St. George's Channel, Merigonatch, Denny Lake, River Denny, Lake Hogomach (Whycocomagh), River Wagamatkook (Middle River), "where a Mr. Chisholm, a licentiate of the Church of Scotland, preaches occasionally," Margaree, Lake Ainslie and Broad Cove. The people of the last two named places "last year transmitted a bond to Scotland for a minister by the hands of Judge Marshall." Mr. Fraser, who says that nine-tenths of the population of the island knew only Gaelic, visited the Gut of Canso, River Inhabitants, Gratano (probably Grand Anse), Brodeck (Baddeck), Boularderie Island and Sydney. At the latter place he was invited by Judge Marshall and others to remain, but was unable to do so. He returned by way of the coast of the Bras d'Or and the River Inhabitants. At Baddeck he was much assisted by Lieutenant Duffus, of the Royal Navy, and at Boularderie by his brother, William Duffus.

The first settled minister of the Church of Scotland (the Rev. William Miller of Mabou was an Anti-burgher) was the Rev. Dugald McKichen, who was sent out by the Glasgow Colonial Society to Merigomish, and came thence to River Inhabitants in 1832.

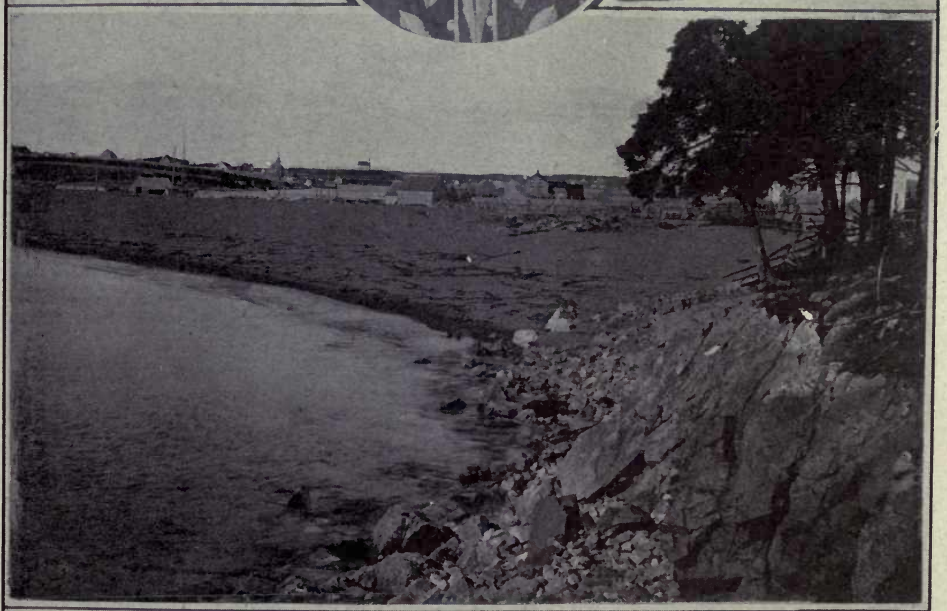
Meanwhile the spiritual destitution of the Cape Breton Highland settlers had so touched the heart of Mrs. McKay, a noble Christian gentlewoman of Rockfield, Sutherlandshire, that she formed the "Edinburgh Ladies' Association," and started to collect the necessary funds to send out ministers to this island. The first of these, the Rev. Alexander Farquharson, a Gaelic speaking licentiate of the Church of Scotland, who was ordained at Newcastle, N. B., came to Cape Breton in 1833, and finally settled at Middle River, where he labored till his death in 1858. "With a faith and hope bordering on despair," we read, "the people had actually built six places of worship before his arrival, and in the following year they erected ten more." In the space of four years "the spiritually destitute settlers in Cape Breton were, through the Christian perseverance and energy of one individual, supplied with four ministers, three catechists and three teachers." Moreover, Gaelic Bibles, as well as temporal supplies, were sent out to them. Mr. Farquharson's ministerial fellow-laborers were Rev. John Stewart, who came out in 1834 and was stationed at St. George's Channel, and who was connected with the building of both churches on Boularderie

THE "BEND," SIDNEY RIVER.

Island; Rev. James Fraser, who came out in 1836 and was settled at Boularderie, where he remained till his death; and Rev. Peter McLean, who was stationed at Whycocomagh and afterwards returned to Scotland. The fifth minister sent out by the Edinburgh Ladies' Association was the Rev. John Gunn, who labored for more than thirty years at Broad Cove, where he died in 1870. He is spoken of as being "well remembered by the old inhabitants as the God-fearing man, the devoted minister of Christ, and the most laborious missionary that ever was in Cape Breton."

When the division of 1844 occurred, all the Cape Breton ministers threw in their lot with the Free Church. This was far from being the case with their congregations, and we read that as late as 1851, when the census was taken, "there were found five thousand who had not bowed the knee to the Free Church." To these dissentients the presbytery of Pictou for a long time sent annual deputations. At the time of the union of the Free and Secession Churches, Mr. Gunn and all his congregation renewed their allegiance to the Church of Scotland.

The Rev. Matthew Wilson, whose name is still a household word in many North Sydney and Sydney Mines homes, came out and settled at the Mines in 1842. To his congregation, nearly all of them being miners, belongs the honor of being the first self-sustaining flock in the island. Mrs. McKay's last effort on behalf of Cape Breton resulted in the coming of the Rev. Hugh McLeod, D.D., to the island. Dr. McLeod was born in the parish of Tongue in Sutherlandshire, in 1803. After a brilliant career at college he was licensed by the presbytery of Tongue. His second charge was the Gaelic Church at Edinburgh; his third, the parish of Logie Easter in Ross-shire. At the disruption nearly his whole congregation followed him to the Free Church. In 1845 and again in 1848 he was sent out to visit several of the New England States and the British Provinces. He was welcomed with enthusiasm in Cape Breton, and the people of Mira, Sydney, and the surrounding district used every effort to induce him to return as their settled minister. As a result of these efforts and those of Mrs. McKay, coupled with his own readiness to come, he did so, and was inducted as minister of Mira and Sydney in 1850. In the same year St. Andrew's Church, Sydney, was founded. The first communion service held in this church took place on the third Sunday in January, 1871, all previous gatherings for the sacrament having been held at Mira. After a long and successful pastorate, he died at Sydney in 1894. The following extract from an address delivered at his funeral by Rev. D. McMillan, will serve to illustrate his influence and eloquence: "I recall at this moment most distinctly the first time I ever saw and heard Dr. McLeod. It was in the midst of a great congregation in a beautiful grove in Whycocomagh in the glorious heart of summer. Thousands had flocked to the scene from great distances, from Mira to Margaree, some fifty or sixty



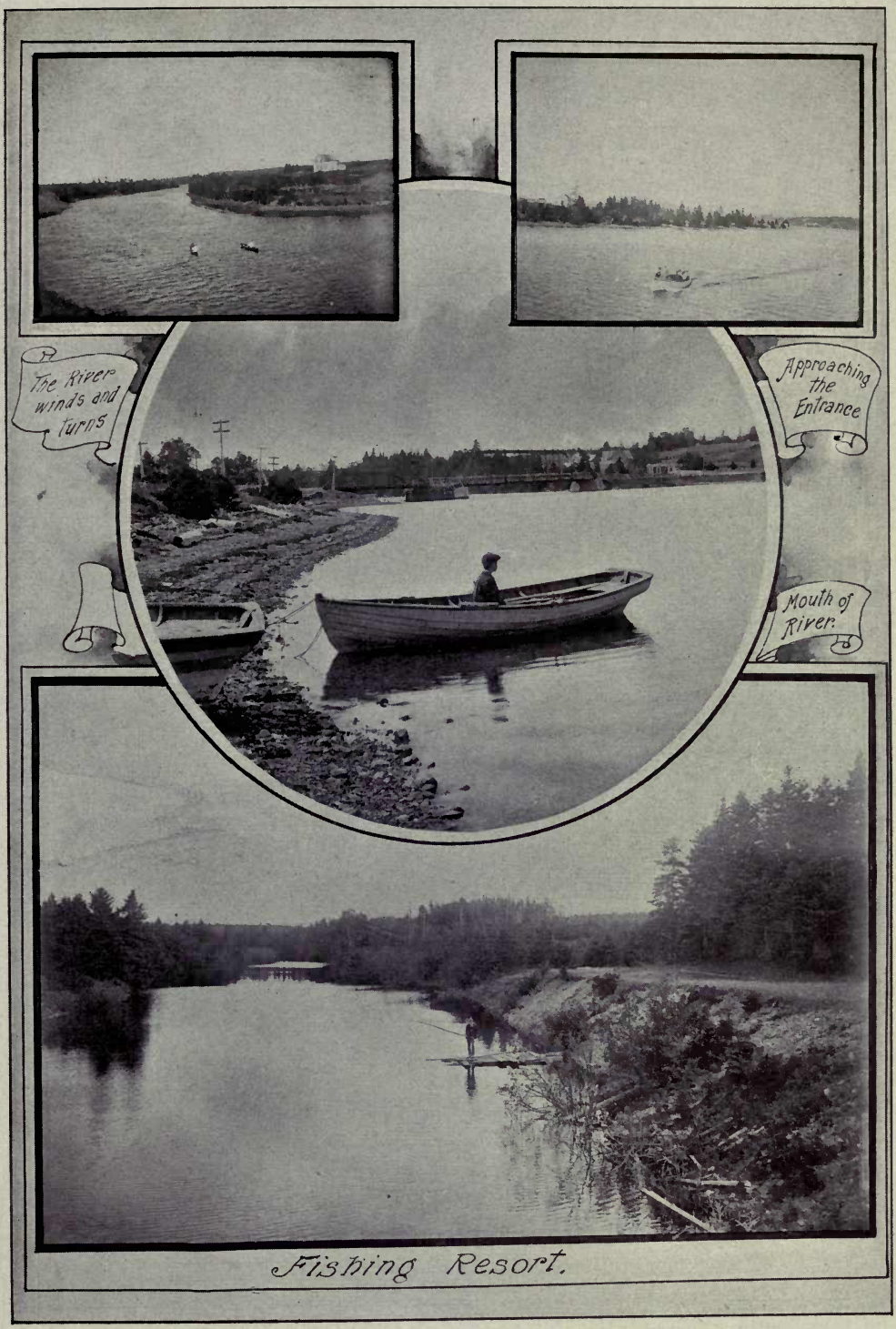
GABARUS.

miles. Many performed the long pilgrimage on foot, for the word of the Lord was precious in those days, and there was an eager desire to hear the gospel preached by the brilliant and illustrious stranger whose fame had preceded him. The Lord's Supper was celebrated in that beautiful glen, with its stately trees, and no service in Gothic cathedral was ever more impressive. Tears of sorrow or of joy, of holy rapture or of repentance flowed copiously from thousands of eyes, and those thousands of worshipers, young and old, were swayed by the eloquent preacher as the trees are swayed by the gale. I still hear those ringing notes, those piercing sentences, that voice which could be heard to the farthest limit of the congregation. It was a day long to be remembered."

The first Presbyterian Church at North Sydney was erected in 1877, but it was not till 1883 that St. Matthew's, North Sydney, was separated from Sydney Mines and became an independent parish. As a result of the growth of the mining districts, the Presbyterian Church has made rapid progress in them. In the Sydney Presbytery there are now twenty-two clergymen and about 3500 communicants; in the Inverness Presbytery, fifteen ministers and about 2000 members.

THE METHODIST CHURCH—JOHN WATTS, THE DEVOUT SERGEANT, AT SYDNEY, IN 1789—WILLIAM CHARLTON—WORK AT GABARUS—EFFORTS OF JUDGE MARSHALL AND HIS ASSOCIATES TO PROCURE A MINISTER FOR SYDNEY—REV. JAMES HENNIGAR'S WORK AT SYDNEY AND HAWKESBURY—REV. MATTHEW CRANSWICK—REV. WILLIAM WEBB—REV. JOHN SNOWBALL—CHURCH ERECTED AT SYDNEY MINES—REV. S. D. RICE GOES TO SYDNEY—BUILDING OF THE FIRST CHURCH AT SYDNEY—CHURCH ENLARGED AND A NEW CHURCH ERECTED AT WHITNEY PIER—AFRICAN METHODIST CHURCH IN SYDNEY—WORK AT SYDNEY MINES AND NORTH SYDNEY—METHODISM AT LOUISBURG, GLACE BAY, DOMINION NO. 1, BADDECK, AND PORT HOOD—NUMBER OF CIRCUITS, CHURCHES AND MINISTERS.

The earliest Methodist worker in Cape Breton was, it is thought, John Watts, a devout sergeant, who was at Sydney in 1789 with a detachment of the Twenty-first Regiment. Twenty-two years later another humble lay worker, William Charlton, came to the island. Previous to this he had lived for a while in Cape Breton, but after his marriage at Louisburg, in 1805, he removed to the United States. While there he became a member of the Methodist Church in Boston, then under the charge of Elijah Hedding. After his conversion he became a prayer leader and exhorter, and on his recovery from a severe illness he resolved to return to Cape Breton with a view to the spiritual welfare of his friends in the island. He commenced work at Gabarus. At his first service one person professed to have found salvation; sixteen others made a similar profession the following Sunday. After this the revival continued till forty-five converts had been made. Some years later Judge Marshall, who with others had withdrawn from attendance at the Church of England services and had erected a small building in which services were held, endeavored for some time in vain to secure the services of a minister. They first applied to Dr. Raffles, an English Con-



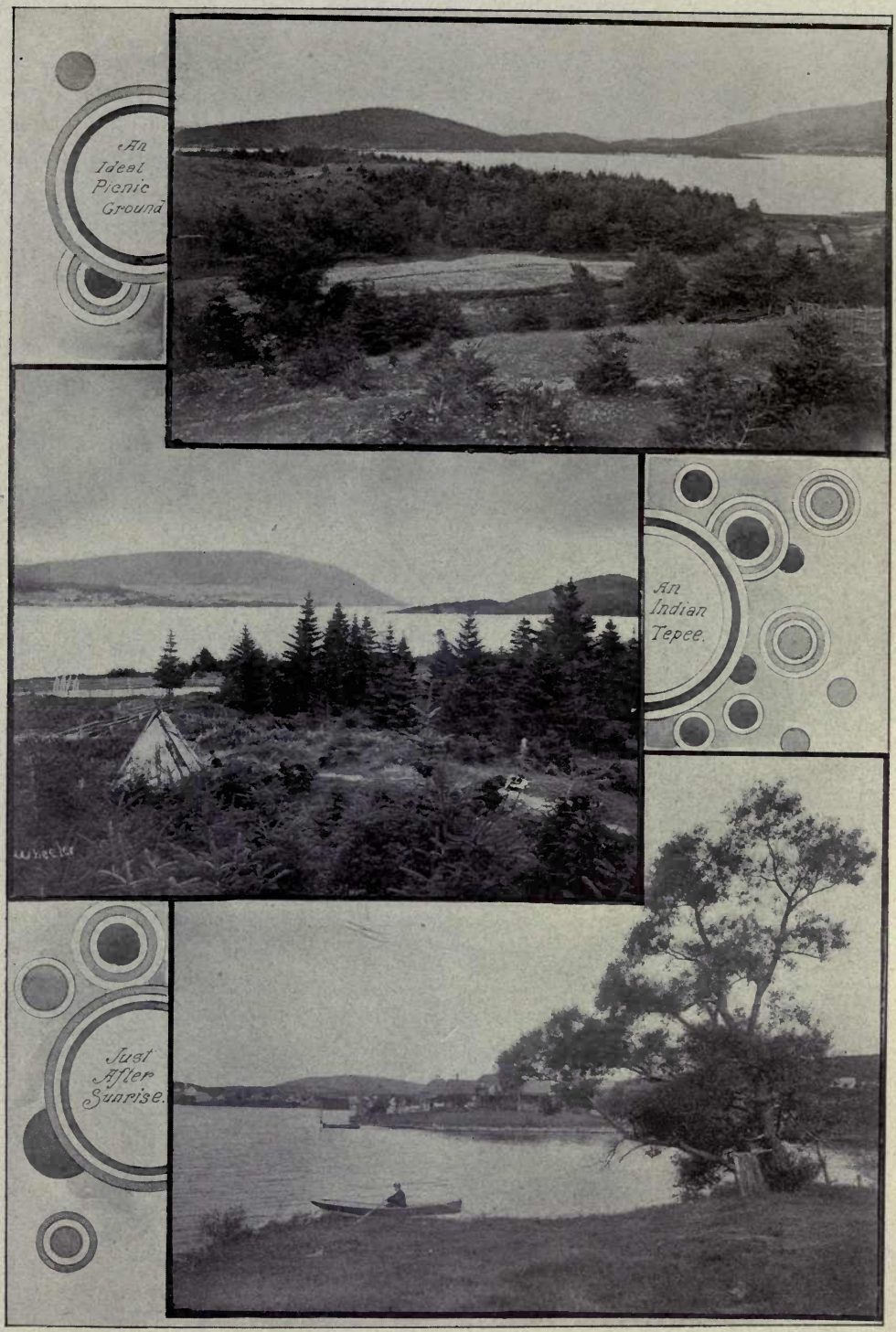
SCENES ON THE SYDNEY RIVER.

gregationalist, and then to persons in Scotland. A third appeal, made to Andover Theological Seminary, brought Rev. John S. C. Abbott, who, however, remained but a brief time. In 1826 the Rev. Donald Fraser of the Presbyterian Church preached twice in Sydney, but efforts made to induce him to remain proved unavailing. Finally Judge Marshall and his friends applied to the Methodist district meeting in Halifax. As a result the Rev. James G. Hennigar was sent to Sydney in 1829, until the Rev. Matthew Cranswick, who was coming from England for the purpose, could arrive. On the arrival of Mr. Cranswick, Mr. Hennigar removed to Ship Harbor (Hawkesbury) where Andrew le Brocq, the agent of a Jersey firm, had been in 1828 instrumental in erecting a small church, which had been offered to the Wesleyan Missionary Society on condition that a minister should at once be sent to occupy its pulpit. Hennigar preached to attentive congregations and soon made a number of converts at Ship Harbor, as well as visiting many of the adjacent settlements.

Soon after the arrival of the Rev. Matthew Cranswick at Sydney, he reported a membership in the circuit of thirty-six, with crowded congregations and pleasing prospects. In the following year (1830) he was succeeded by Rev. William Webb from Guysborough. His work was very successful, and at the close of the year he reported eighty-two members. He was then followed by Rev. John Marshall, who, after three years of successful work, was succeeded by Rev. John Snowball, during whose ministry the church at Sydney was enlarged and over fifty members added to the Methodist societies at Sydney, Gabarus and elsewhere. At the termination of Mr. Snowball's term, Rev. William Webb was reappointed. The church at Sydney Mines, which was commenced in 1837, was completed in 1840.

Meanwhile the work at Ship Harbor continued, but in 1852 the breaking up at the time of the principal business establishment of the place, led to the mission being partially abandoned. For some time the society was looked after by probationers and local preachers, with an occasional visit from the Sydney minister. On the formation of the Eastern British American Conference, the mission was resumed and it has since been steadily continued.

In 1839 the Rev. John McMurray, who did an excellent work at Sydney, was removed to Newfoundland. He was succeeded by Rev. Samuel D. Rice, who, on his arrival at Sydney, wrote that he could have gone to the West Indies or Newfoundland with less expense and exposure. He finished his land journey at Pictou on a Tuesday night and went on board a shallop for Arichat. On Thursday he went on board a schooner for Sydney, but on Friday evening, owing to stress of weather, the vessel had returned to her starting place. He then hired two Indians to take him to Sydney by St. Peter's Bay and the Bras d'Or Lakes. Traveling in their bark canoe through snow and rain he reached his destination the following Monday. In Cape Breton he preached to large



Scenes at Whycocomagh.

congregations. He was succeeded by Rev. T. F. Davies. The subsequent decline of Sydney interfered considerably with the growth of Methodism in the island. As late as 1854 the one circuit included Sydney, Sydney Mines, The Forks, Louisburg, Gabarus and Ingonish. A year later Margaree became the headquarters of a second circuit.

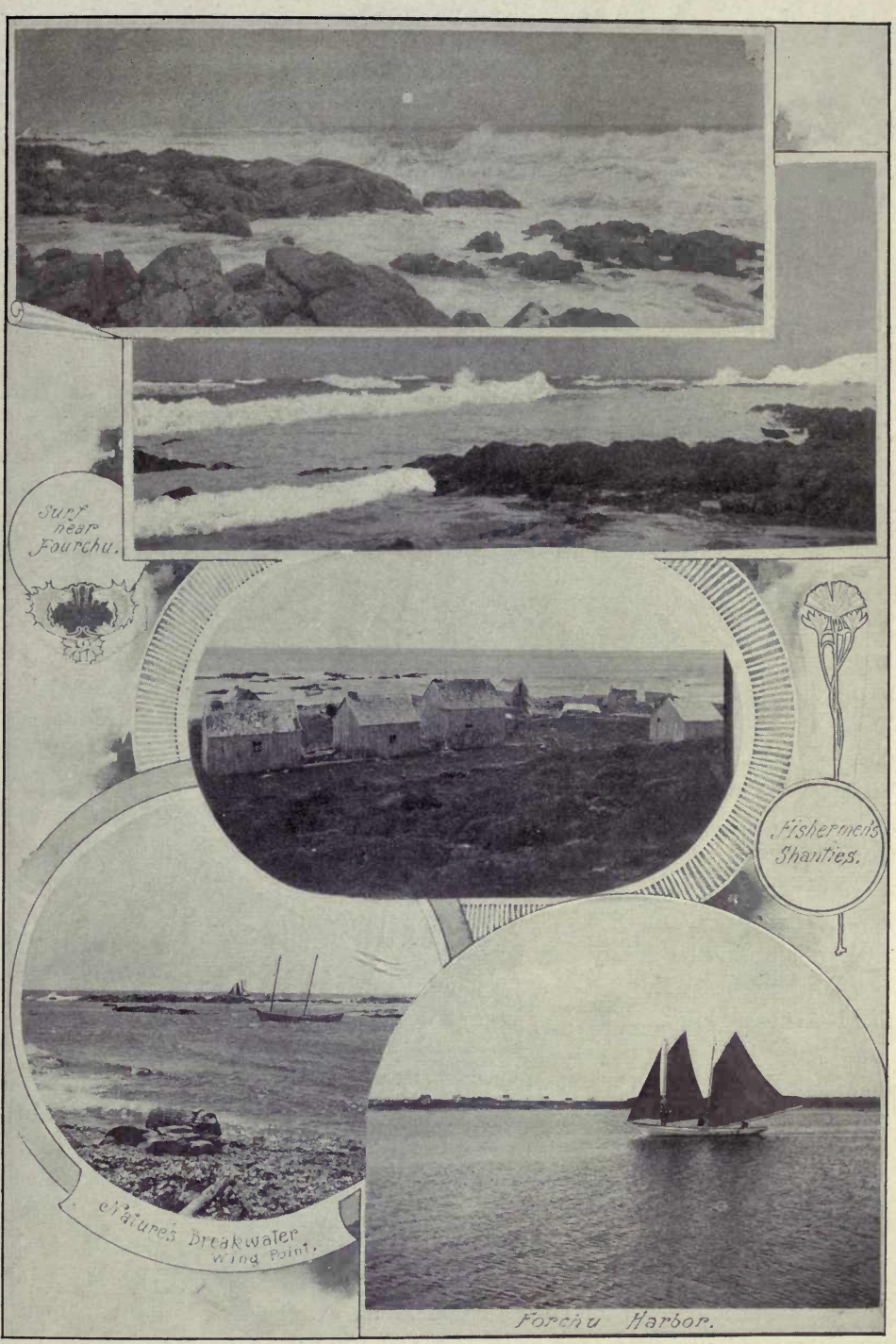
The first Methodist church in Sydney was built in 1829 and enlarged in 1835; but the chapel was not formally deeded to the conference till 1872. In the early days the preachers ruled with a rod of iron. One marked a big cross through a long list of names and wrote: "I had to expel almost every one of the above when I came to the circuit." And again: "There are one hundred and twenty in the society. Some of them are white sheep, and some, I fear, have too many spots upon them; nevertheless, the Lord has often blessed me in this place." It was during the first pastorate of Rev. Joseph Coffin (1879-1881) that the church was removed to its present site. In 1901 the church was greatly enlarged and a new church erected at Whitney Pier. In 1902, to meet the wants of the numerous colored people now employed at the Steel Works, a minister of the African Episcopal Church was appointed to look after their spiritual welfare.

The church at Sydney Mines was finished in 1840 and has since been renovated and remodeled. This church was supplied from North Sydney. In 1900 it became a separate mission. At North Sydney the erection of a church was begun in 1875 under Rev. James Angwin, then stationed at Sydney. The church was enlarged in 1893 and again in 1902. Methodism was introduced into Louisburg by the Rev. John Snowball, of Sydney, in 1834. Later on services were supplied from Gabarus until 1890, when a resident minister was appointed. Methodist services have been started within quite recent years at Glace Bay and Dominion No. 1. A handsome new church was opened at Glace Bay in 1901. Methodist preachers have visited Baddeck irregularly for half a century, and a church was erected at Big Baddeck in 1884 and at Baddeck itself in 1897, the town now having a resident minister. Port Hood, which had for a long time been supplied from Hawkesbury and Margaree, became a separate mission in 1884. Gabarus has always been a stronghold of Methodism. The Methodist Church in Cape Breton now has ten circuits, seven parsonages, twenty churches, and altogether twenty-seven preaching places supplied by eleven ministers.

CRAWLEY'S CREEK, SYDNEY HARBOR.

THE BAPTIST CHURCH—THREE CONVERGING INFLUENCES THAT LED TO THE GROWTH OF THE DENOMINATION IN CAPE BRETON—REV. EDMUND CRAWLEY, D.D.—SPLIT AT ST. PAUL'S, HALIFAX—CRAWLEY ENTERS THE BAPTIST MINISTRY—BECOMES THE FIRST PRESIDENT OF ACADIA COLLEGE—HIS INFLUENCE IN CAPE BRETON—MANY PROMINENT PEOPLE IN SYDNEY ADOPT BAPTIST PRINCIPLES—REV. JOHN HULL, FOUNDER OF THE CHURCH AT NORTH SYDNEY—REV. GEORGE RICHARDSON AT SYDNEY—INTERESTING ANECDOTES RESPECTING HIM—FIRST CHURCH BUILDINGS AT SYDNEY AND NORTH SYDNEY—REV. JOHN SHAW—REVS. ROBERT, WILLIAM AND THEODORE PORTER—REV. DR. BOGGS AT SYDNEY—REV. DAVID MCMILLAN AT MIRA—PROMINENT NAMES IN HOME AND FOREIGN WORK—NUMBER OF CHURCHES AND MINISTERS.

Three converging influences may be said to have led to the rise and growth of the Baptist denomination in this island. The first and possibly the greatest of these was that of the Rev. Edmund A. Crawley, D.D., the second and third that exerted by Baptists who came respectively from Great Britain and from the New England States. The Rev. Edmund Crawley was a son of Captain Crawley of the Royal Navy, who came to Sydney in its early days and settled at Point Amelia, near what is known as Crawley's Creek. He himself gave the place its name in honor of the Princess Amelia, daughter of George III. His son Edmund graduated at King's College, Windsor, in 1820, and afterwards became a lawyer of marked ability and practiced in Halifax. The Crawleys were all members of the Church of England, and upon going to Halifax Edmund identified himself with the congregation of historic St. Paul's. In 1824 Dr. John Inglis, at that time rector of the parish, was raised to the episcopate. Dr. Inglis had been appointed to the parish by the Crown, which, again claiming the same prerogative, gave the appointment to the Rev. Robert Willis, at the time rector of Trinity Church, St. John. Most of the congregation, however, were anxious that the Rev. John Thomas Twining, who had been curate to Dr. Inglis for the past seven years, should be appointed. Mr. Twining was an exceedingly earnest man and very popular. The result was a heated discussion between the parishioners and the British Government, which lasted for nearly two years, and finally ended in the induction of Mr. Willis. As a result a number of Mr. Twining's followers left the church and worshiped for awhile as a separate congregation with him as their minister. Amongst these were Edmund Crawley, John W. Nutting, J. W Johnston, afterwards Premier of Nova Scotia, and others of influence and position. The Bishop, however, would not allow this to continue, and as a result those concerned in the breach formed themselves into an independent congregation which eventually allied itself with the Baptists. Some time after the breach occurred Edmund Crawley went to Brown University, Providence, to study for the Baptist ministry. He returned to Halifax as pastor of the Granville Street, subsequently styled the First, Baptist Church. He was a man of impressive presence and possessed of great powers of oratory. He took a very deep interest in educational matters, and in 1828 was instrumental in founding Horton Academy. Ten years later, when Acadia College was founded, he became its first president.



SCENES ON THE SOUTHERN COAST.

Meanwhile the influence of Edmund Crawley had become a telling force in Cape Breton. His brother Henry and his wife adopted views similar to those of Edmund. Henry was for years owner of the property at Point Amelia, and his wife became a veritable nursing mother to the Baptist Church at Sydney. In addition to the Crawleys a number of other prominent people at Sydney adopted Baptist principles, including the Harringtons, the Armstrongs, the Weeks, and some of the Leonards. From Sydney the influence spread all over the island, and soon there were Baptists at Upper North Sydney, along the shores of Sydney Harbor, at Bras d'Or, Boularderie, Margaree and the Strait of Canso. The section of Mira, now known as Holmeville, also became largely Baptist.

Amongst other early Baptist ministers who preached in this island were the Rev. John Hull, the founder of the North Sydney Church, and Revs. Malcolm and Hugh Ross, two brothers who came out from Scotland. The Rev. George Richardson, who was the first Baptist minister to settle in Sydney, came out from Ireland in the forties. He was a man of marked influence, gentlemanly bearing and very witty. He was always known as Father Richardson. His apostolic poverty is admirably illustrated by the following anecdote: Father Lauchlin, the Roman Catholic priest at Sydney Mines, came from the same place in Ireland as Mr. Richardson, and the two, who were on excellent terms, frequently attempted to outdo each other in repartee. Meeting one day on the road between Sydney Mines and North Sydney, "Good morning, Father Lauchlin," said the preacher. "Good morning, Father Richardson," replied the priest. "What must I do to be saved, Father Lauchlin?" "Sell all that thou hast and give to the poor, and thou shalt have treasure in heaven." "But, Father Lauchlin, I have nothing to sell." "Then, Father Richardson, I fear it will go hard with thee." It is said that Mr. Richardson made a resolve never to be in the company of an unconverted person for five minutes without introducing the subject of personal religion, and that he rigidly kept it.

The church at North Sydney was organized in 1825, the first minister being the Rev. John Hull. The first church building was at Upper North Sydney. The Baptist Church at Sydney was organized in 1846, its services being held at first in the little Union Chapel which they had assisted to erect. An unfortunate dispute, however, arose with the Methodists, who, it is claimed monopolized the building, with the result that the Baptists withdrew from it, and the old Pitt Street Church was erected, the cost of it being chiefly defrayed by Mrs. Henry Crawley.

In addition to the names already mentioned there are a number of other ministers whose work in this island deserves special mention. The Rev. John Shaw, of Charlottetown, toured the island as an evangelist. He was a man of great force as a preacher, both in English and Gaelic. Three brothers, Robert, William H. and Theodore H. Porter, sons of a Baptist minister at Annapolis,

MEADOW SCENE.

HIGHWAY BRIDGE.

EVENING SHADOWS

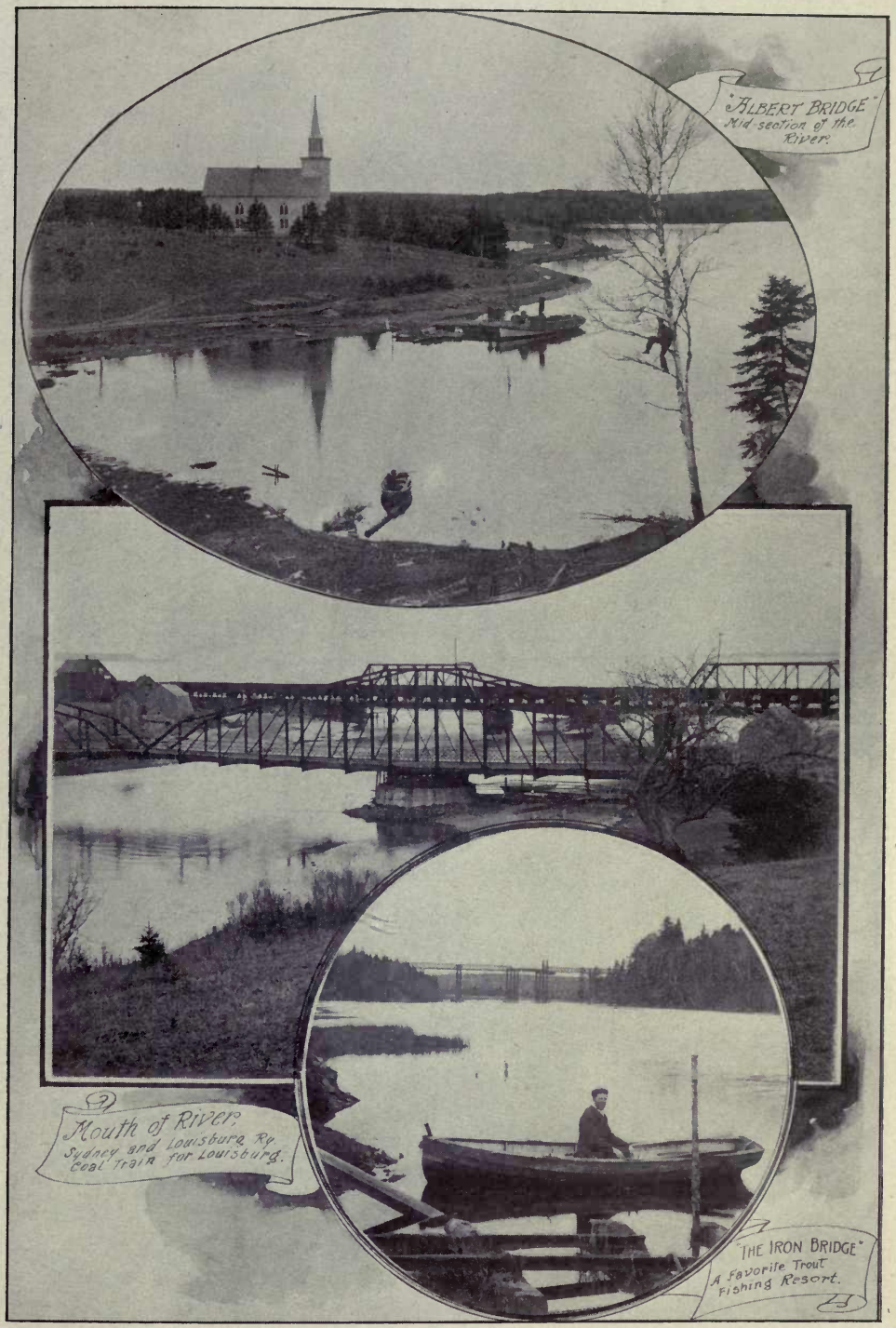
BROKEN R.R. TRESTLE.

ROAD SCENE.

Scenes on the Mira River.

were at various times pastors at North Sydney. The two latter especially left a marked impress upon Baptist Church life in the island. The Rev. W. B. Boggs, D.D., at present a missionary in India, was ordained at Sydney in 1865, and was pastor of that congregation for many years, doing an excellent work. The Rev. David McQuillan, a Loyalist from the United States, did an active work at Mira. The name of his son, Rev. J. B. McQuillan, is chiefly connected with the history of the Port Morien and Mira churches. The Rev. Samuel Richardson, a worthy son of the Rev. George Richardson, was one of the first principals of the old Sydney Academy, previous to his entering the ministry.

One of the most striking features of the Baptist Church in the island is the large number of men that it has given to the ministry. Conspicuous in foreign missionary work are the names of Rev. Arthur Crawley, a nephew of Dr. Crawley, who became one of the pioneer missionaries of America to Burmah; Rev. W. F. Armstrong, a son of James Armstrong, one of the early Baptists in Sydney, who has labored for thirty years at Rangoon, and whose whole family, consisting of two sons and two daughters, have given themselves to missionary work in the same field. Rev. F. D. Crawley, a son of the Rev. Arthur Crawley, now wokring at Moulmein, Burmah; Revs. K. H. and F. G. Harrington, sons of C. H. Harrington, of Sydney, who are both working in Japan. Prominent names in home work are Rev. George Armstrong, D.D., who became the editor of the "Messenger and Visitor"; Rev. W. F. Stubbert, D.D., who attained to great prominence in the United States; Rev. Thomas Crawley, stationed for many years in New Brunswick; Rev. W. W. Weeks, D.D., of Toronto, who has become very celebrated as a preacher; Rev. John W. Weeks; Rev. F. O. Weeks, now pastor of Alexandra Church, Sydney; Rev. J. R. Stubbert, who is working in the United States; Rev. J. J. Armstrong, who has held pastorates in Nova Scotia and New Brunswick; Rev. John Rowe, for a long time pastor at Yarmouth. The Baptist Church now has two churches in Sydney, and churches at North Sydney, Fourchu, Grand Mira, Gabarus, Holmeville, Glace Bay, Louisburg, Mabou, Margaree, Mira, Port Morien, Hawkesbury. There are twelve ministers and a large roll of membership.



Scenes on the Mira River.

WALTONER'S CAMP.

TROUT FISHING.

BOAT SCENE.

A SYLVAN RETREAT.

SCENES ON THE MIRA RIVER.

Sunset—Strait of Canso.

PART III.

RESOURCES AND INDUSTRIES.

CHAPTER XVI.

THE FOREST, AGRICULTURE, STOCK-RAISING.

THE ISLAND WELL-WOODED IN EARLY DAYS—AMOUNT OF AVAILABLE TIMBER STILL CONSIDERABLE—PIT-PROPS, SLEEPERS, AND LUMBER FOR BUILDING PURPOSES—TIMBER AREAS IN VICTORIA AND INVERNESS COUNTIES—AREAS ON THE MIRA AND SALMON RIVERS—NORTH RIVER LUMBER COMPANY—PREPARED PULPWOOD SHIPPED TO THE UNITED STATES—CAPE BRETON'S AGRICULTURAL CAPABILITIES GENERALLY UNDERRATED—PROFESSOR MACOUN'S OPINION—BEST AGRICULTURAL SECTIONS—STAPLE CROPS—NEED OF IMPROVED METHODS OF FARMING—OPPORTUNITIES FOR THE CULTURE OF SMALL FRUITS AND VEGETABLES—FRUIT-RAISING—STOCK RAISING—GOOD WORK OF THE AGRICULTURAL SOCIETIES—DAIRY FARMING—MABOU CREAMERY—TRAVELING DAIRY SCHOOL—SHEEP—POULTRY—NEED OF DEVELOPING THE AGRICULTURAL RESOURCES OF THE ISLAND.

HE island of Cape Breton possesses no little forest wealth. In earlier days the whole of the island, with the exception of the rocky barrens in the north, was well-wooded with spruce, pine, fir, hemlock, maple, oak, birch and ash. As in other parts of the continent, much valuable timber has been destroyed by forest fires. However, the amount of available timber is still considerable, and now that the pulpwood industry is assuming such proportions, much wood formerly regarded as having little or no commercial value, can be profitably utilized. The available timber is generally rather small in size. The most important uses to which it is put are for pit-props for the mines, sleepers for the railways, and lumber for building purposes. Wood is seldom used as fuel except in country districts.

The best timber areas of the island, to-day, are in northern Victoria and Inverness Counties. The best wooded sections of Victoria are upon the North, Barachois and Indian Rivers; the best in Inverness, on the Margaree. The best timber areas of Cape Breton County are around the Salmon and Mira Rivers; and it is from these districts that the Dominion Coal Company at present obtain most of their pit-props.

It has been estimated that in Victoria and Inverness there are at least half a million acres of valuable timber land, in addition to much valuable lumber and

CAPE BRETON'S REPRESENTATIVES IN THE PARLIAMENT OF CANADA

HON SENATOR WILLIAM MILLER. RICHMOND COUNTY

HON SENATOR WILLIAM MACDONALD
CAPE BRETON COUNTY

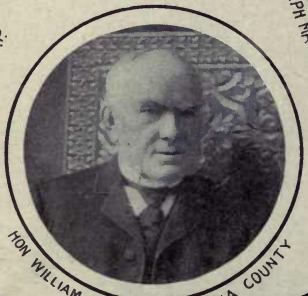
ALEXANDER JOHNSTON M.P CAPE BRETON COUNTY

ARTHUR S. KENDALL M.D. M.P CAPE BRETON COUNTY

HON SENATOR DAVID MAC KEEN, CAPE BRETON COUNTY.

ANGUS MACLENNAN M.D M.P.
INVERNESS COUNTY

JOSEPH MATHESON MP RICHMOND COUNTY.



HON WILLIAM ROSS M.P VICTORIA COUNTY

pulpwood on the holdings of the farmers. Most of this lumber is sufficiently near the streams to make its delivery to saw and pulp mills an easy matter. The most important concern that has taken up the utilization of this portion of the island's wealth is the North River Lumber Company, which has erected extensive mills at Murray, North River, St. Ann's. The company has already shipped several cargoes of prepared pulpwood to the United States, where it is used at the various pulp works. With due care the forests of Cape Breton should long remain a source of substantial wealth.

The value to a country of its forests is usually underestimated. How much the standing trees will bring in market is the usual measure of woodlands. This is a temporary and a narrow view of a possession of vast value. These forests, which are the creation of years of time, are worth far more than the money for which these noble trees will sell. They exist for high ends in nature's economy, protecting water supply and tempering climate, thus ministering to the welfare of all created life. Without them many animal forms would disappear, the landscape would be defaced, and this fair earth would be bereft of its fairest and its noblest possession.

Cape Breton is fortunate in having so great an extent of woodland. As yet the labors of the lumberman and of other despoilers of the forest have not made inroads too great to be repaired. The trees generally are not of great size, and it is to be hoped that they may be spared for years to crown the hills and to impart freshness and beauty to the valleys. When lands have been denuded and a fresh growth does not spring up, replanting should be speedily adopted, to the end that in a few years the earth may be reclothed, and the face of the country kept bright for the welfare of this and coming generations. All this implies small care and slight outlay, but the benefit which it will confer is not limited to a few brief years. It is a lasting benefaction, so enduring and so great as to insure the gratitude of those now living and of those who shall inhabit these scenes in after time.

Cape Breton is not distinctively a farming country, but there is little doubt that its capabilities in this direction have been greatly underestimated. While much of the soil, more especially that on the Atlantic seaboard, is but poorly, and in some places not at all suited to agriculture, large sections of the island contain land well adapted for it. In the report of the Geological Survey for 1898, Professor J. Macoun, the Dominion Government naturalist, wrote: "The season's work has convinced me that, in regard to agriculture, the capabilities of Cape Breton have been much underrated." Further on he writes: "Agriculture is much more backward in Cape Breton Island now than it was ten years ago in Prince Edward Island. The cause of this is not, however, a climatic one. Its inhabitants are not an agricultural people, and consider farming as merely an adjunct to fishing, which was formerly very profitable, but now is too uncertain

CAPE BRETON'S REPRESENTATIVES IN THE LEGISLATURE OF NOVA SCOTIA.

to make it the chief business. The mines have also drawn many from the land. On all parts of the island where cultivation is attempted, I saw good crops."

The soil of many parts of Cape Breton is exceedingly fertile. The best farming districts are to be found around the shores of the Bras d'Or Lakes and along the rivers of the island. Boularderie Island is noted for its fine farms. The Mira district also has excellent farming lands. In Inverness County, around Lake Ainslie and along the valley of the Margaree, much of the best farming land of the island is to be found, and the same is true of the River Inhabitants district in Richmond County.

The staple crops raised by Cape Breton farmers are oats, barley, potatoes and hay. The farms are generally small, and there has been comparatively little progress made since the first settlement of the island. There are notable exceptions to this statement. The farms in the hilly districts consist mainly of pasture and hay land, with occasional patches of oats, barley and potatoes. The hay crop is often poor, due very largely to the lack of systematic cultivation, the waste of farm-yard manure incident to its being kept all the winter in the open, and the neglect to obtain artificial fertilizers or to use satisfactory grass seed when the land is seeded down. While in many cases the hay seems to consist very largely of the ox-eye daisy, the presence of good oat crops in the vicinity proves that the poverty of the hay is not due to the poorness of the soil. Good hay is, however, raised in many places on the intervale lands of the rivers.

Very little attention has, up to the present, been given to the raising of vegetables and fruit. However, as the industrial development at the Sydneys has created a large local market at good prices, which is at present supplied almost entirely from outside the island, it is to be hoped that ere long farmers will be led to pay more attention to these profitable branches. In the neighborhood of the Sydneys especially, there are promising openings for raising small fruits and vegetables, either in conjunction with dairying or poultry raising or alone. There is already existing a large demand for such products at satisfactory cash prices. Comparatively little land is needed, and fertilizer can readily be obtained from the towns. All that is necessary is that persons of enterprise and some knowledge of the business should undertake it. In the neighborhood of the Sydneys plums and cherries bear profitably, but owing to the close proximity of the sea most varieties of apples do not flourish. Other parts of the island also are well adapted to fruit raising. Professor Bell has demonstrated what Baddeck can do in this direction. Professor Macoun wrote: "As you are aware, I have had the opportunity of studying the vegetation of nearly every part of Canada, and from the relation of flora to climate I feel quite safe in predicting a great future for Cape Breton. Many years ago I spent some time in the Annapolis Valley, and am satisfied that that part of Cape Breton about the Bras d'Or Lakes is equal to the Annapolis Valley as a fruit-growing country." The lateness of

WARDENS AND MAYORS OF CAPE BRETON MUNICIPALITIES AND TOWNS.

the spring is considered to be really a safeguard to the crops, as the buds do not develop too early. The adjoining waters of the lakes temper the heat of summer, while in the autumn they assist in maintaining a mild temperature, free from early frosts.

Cape Breton farmers have in general given as little systematic attention to the important subject of stock raising as they have to agriculture. There is wide room for the improvement of the breeds of cattle and sheep. Many sections of the country are well adapted both to the raising of beef cattle and to dairy purposes. Good work is being done by agricultural societies which receive liberal grants from the local government, and do much to improve the breed of stock by the purchase from outside of well-bred cattle, sheep and hogs. Of these societies, there are at present seven in Cape Breton County, seven in Inverness, eight in Richmond and nine in Victoria.

It is hoped that dairy farming will receive a great impetus in Cape Breton. Much of the milk, and nearly all of the butter, sent to the Sydneys comes from outside of the island. This ought not to be, as certain returns would come from dairy farming. At present the island has but one creamery, that at Mabou, which, during 1901, turned out 10,488 pounds of butter. Last year a traveling dairy school, organized by the Government, and under the direction of Miss Laura Rose, dairy inspector of the Agricultural College at Guelph, Ontario, worked in the four counties of Cape Breton, in which no less than one hundred and twenty-nine meetings, with an average attendance of twenty-nine, were held, and much good work was done in demonstrating the scientific methods which should be followed if it is desired to make butter of satisfactory quality.

Small flocks of sheep are kept in most parts of the island, but in this, as in the other branches of stock raising, there is great room for improvement. Poultry raising, if scientifically conducted, would prove very profitable, as there is a large market for fresh eggs and well-fattened poultry.

While mining, manufacturing and fishing will always remain the leading industries of the island, there is no reason why the resources of Cape Breton should not be greatly developed in the direction of agriculture and stock raising. To do this, farming must not be looked upon as an additional means of livelihood to the miner and the fisherman, but as an industry demanding the whole attention of its follower. If this is done, Cape Breton should be able to raise all its own oats, potatoes, beef, mutton, milk, butter, vegetables and small fruits, instead of, as at present, being dependent on other parts of Canada for its supply of these necessary commodities.

Looking up the Big Bras d'Or Entrance from New Campbelton.

CHAPTER XVII.

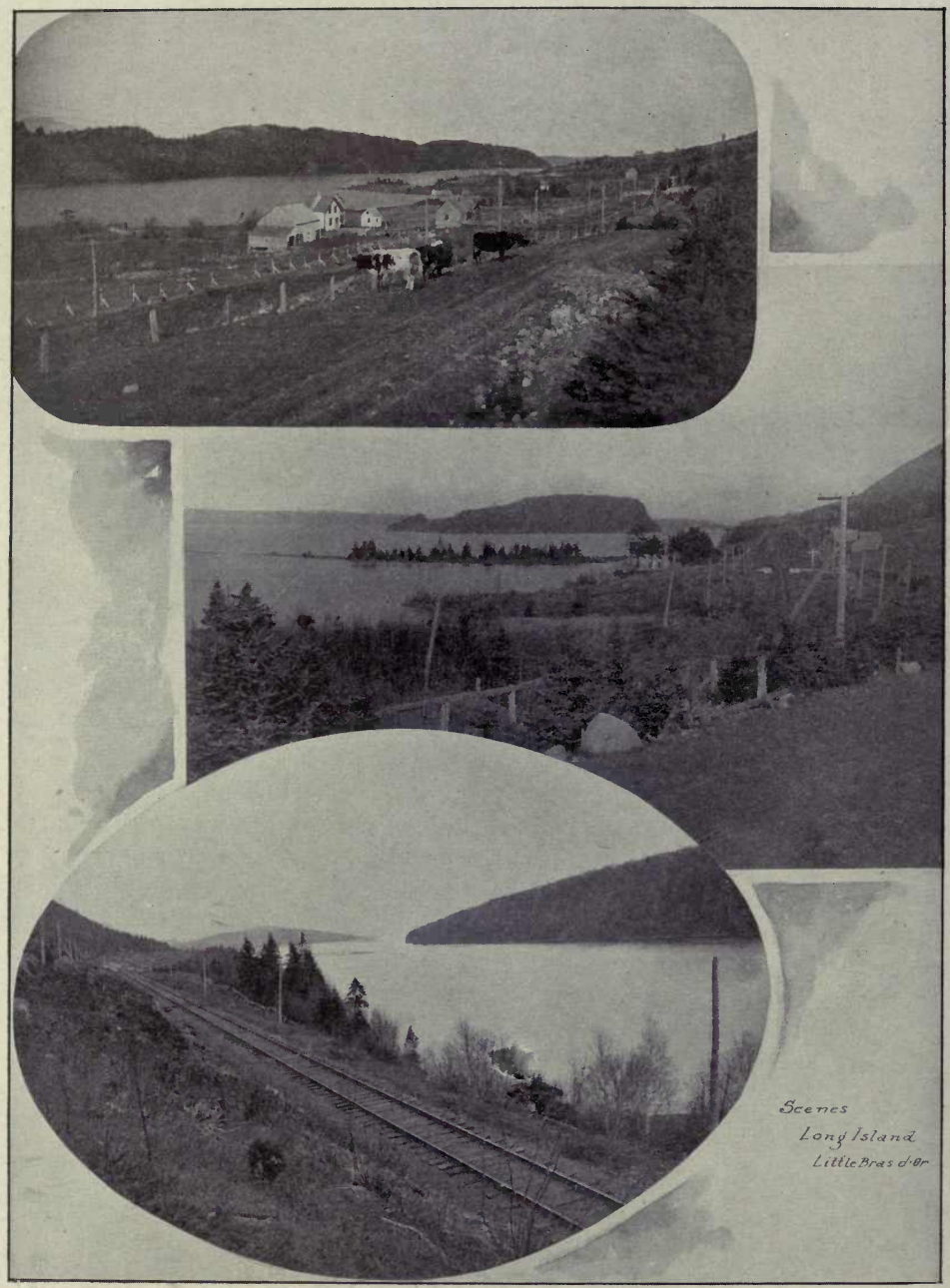
THE FISHERIES.

IMPORTANCE OF THE FISHERIES—ADVENT OF IMPROVED METHODS—VALUE OF THE FISHERIES REALIZED IN EARLY DAYS—BACCALAOS—FRENCH, SPANISH AND PORTUGUESE FISHERMEN—PLAISANCE THE HEADQUARTERS OF THE FRENCH FISHERIES—FRENCH OFFICIALS REMOVED FROM PLAISANCE TO LOUISBURG—STATE OF THE FISHERIES IN 1753—IMPORTANCE OF LOUISBURG—FISHERIES UNDER ENGLISH RULE—STATISTICS FOR 1901—VARIETIES OF FISH—CODFISH—BAIT—INTRODUCTION OF FREEZERS—FISHING FLEET FOR THE BANKS NEEDED—DRYING AND PRESERVING CODFISH FOR MARKET—HERRING—MACKEREL—GLOUCESTER FISHERMEN—HALIBUT—HADDOCK—SALMON—HATCHERY AT MARGAREE—LOBSTER FISHERY—CANNING FACTORIES—INTERESTING STATISTICS—OYSTERS—WORK OF THE MARINE AND FISHERIES DEPARTMENT.

AMONG the many natural resources of Cape Breton the fisheries occupy a most important place. Just at present the influx of population to the Sydneys and the mining districts is having the effect of reducing the annual catch at many places, owing to the fact that many fishermen have been led to seek what they believe to be more remunerative employment. However, a man who has been used to fishing all his life makes an indifferent miner or laborer. Consequently, it may reasonably be expected that matters will soon again assume a more normal condition. With the rapid advent of improved methods, the fisheries are destined to increase rather than decrease in importance. The rapid increase of local markets at good prices for both salt and fresh fish, will greatly assist to bring about this result.

The value of the fisheries of Cape Breton was realized at an early date by the hardy fishermen of many European countries. The name Baccalaos itself, which was early given to the countries around the Gulf of St. Lawrence, including Newfoundland and Cape Breton, is said to be the Basque word for cod, numbers of which fish were even then taken in these waters. During the sixteenth century French, Spanish and Portuguese fishermen frequented the coast of Cape Breton. Towards the end of the century English fishing vessels also came in large numbers.

Previous to the year 1713, when Newfoundland was given up to England, the headquarters of the French fishing vessels engaged in taking the harvest of the sea from the Gulf of St. Lawrence, was at Plaisance, now Placentia, Newfoundland. By this time the annual catch of the French fishermen had reached about half a million quintals. On the cession of Newfoundland to England, the French officials removed to Louisburg, formerly known as English Harbor. In these early days the chief value of Cape Breton to the French lay in its



Scenes
Long Island
Little Bras d'Or

magnificent fisheries. Louisburg soon became an important fishing centre, while there were important settlements at St. Ann's and St. Peter's.

In the year 1753, an official French report states that two hundred and fifty shallops of the island and elsewhere averaged two hundred and fifty quintals each ; fifty sloops and schooners averaged seven hundred and twenty quintals. The total product of the fisheries is placed at 98,450 quintals of fish, and 1,154 barrels of oil, valued in all at 2,084,450 livres ($676,289). The places where fishing vessels were owned were Louisburg, Petit Laurentbec, Petit Degras, La Baleine, Niganiche, Scatary, Petit Bras d'Or, L'Indienne, Saint Esprit, and Baye de Gabory. Louisburg, as a result of the fisheries, did a flourishing trade, not only with France, but with the West Indies and New England ports. It will be readily seen how loath the French were to relinquish so valuable a colony.

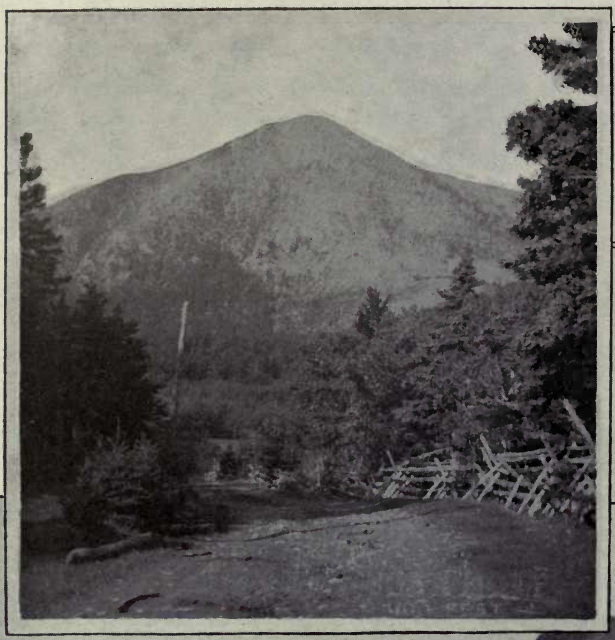
After the English occupation of the island, the fisheries were still carried on, though apparently with much less vigor than under the French regime. To-day the French fishermen of Richmond County are among the most industrious on the island. A number of fishermen from the western shore of Newfoundland have formed settlements at Neil's Harbor, New Haven and other points in northern Victoria County. The present condition of the fisheries of the island can be best illustrated by giving the following brief summary of the statistics to be found in the report of the Department of Marine and Fisheries for 1901 :

County	*Vessels*	*Boats*	*Men Employed*	*Value of Catch*
Cape Breton	25	560	1,284	$260.105.95
Inverness	28	742	1,830	225,081.00
Richmond	52	1,205	2,411	456,444.20
Victoria	3	503	921	130,455 20
Totals	108	3,010	6,446	$1,072,086.45

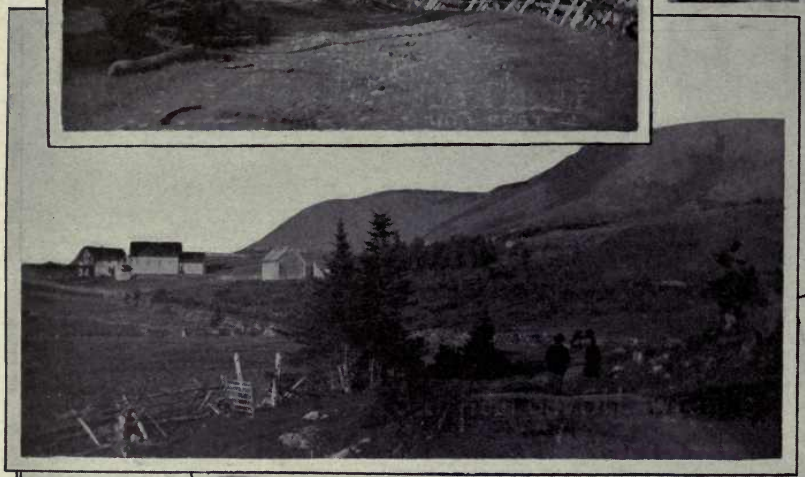
From these figures it will be seen that the little county of Richmond leads in every particular. Inverness comes second in the number of men and boats employed, and Cape Breton second in the total value of the catch.

The varieties of fish which go to make up this catch include cod, herring, mackerel, haddock, hake, halibut, pollock, alewives, smelts, salmon, trout, eels, bass, lobsters and oysters. The cod fishery ranks first in importance. Cod are found plentifully in all the coast-waters, and also in the Bras d'Or lakes, though the lake cod are considered inferior to those taken in the open sea. They are not now as plentiful in the inshore waters as they were in former years. In the early part of the summer, especially, they are said to be scarce in these waters, but in the autumn months they come inshore, specially in the coastal waters from St. Ann's Bay to Cape St. Lawrence. On this stretch of coast, during the month of December, the waters are literally alive with them, and the fishermen in favorable weather can soon fill their boats.

The bait usually employed for the cod fishery is either small herrings or squid. Often, when the fish are known to be plentiful, bait is scarce. As a result



Sugar Loaf. 1100 ft



Scene from Bay St. Lawrence

The Atlantic Side.

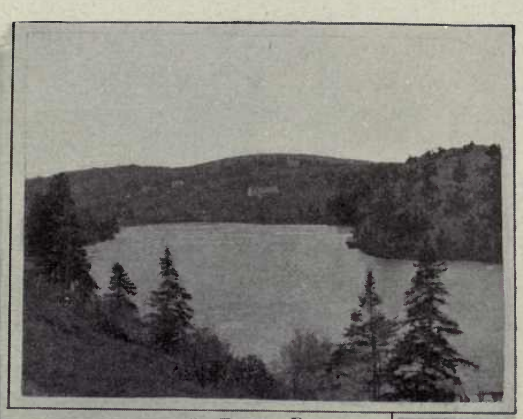
CAPE NORTH.

the unfortunate fishermen are, as a usual thing, compelled to spend several days in succession, of enforced idleness, solely for lack of bait. In order to remedy this as much as possible, the Dominion Government has taken up the subject of cold storage, and has assisted in erecting, in various localities, a number of freezers, where the fishermen can bring bait for storage at a time when it can be obtained in large quantities, so that when the run of fish is good no time need be wasted for lack of the needed bait wherewith to catch it. Dr. Arthur Kendall, one of the members for Cape Breton County in the Dominion Parliament, has taken an active interest in this work. At the close of the year 1900 there were in Cape Breton twenty-seven freezers and ice houses, valued at $7,495, and located at central points. In these places associations have been formed, and the fishermen become shareholders in the freezers. At first these were looked upon as merely experiments, but gradually their great value is being recognized. In many places an unreasonable prejudice existed against the use of frozen bait, but wherever freezers have been erected and worked properly, this prejudice has been removed, and a feeling of confidence in the preserved bait has replaced the previous distrust.

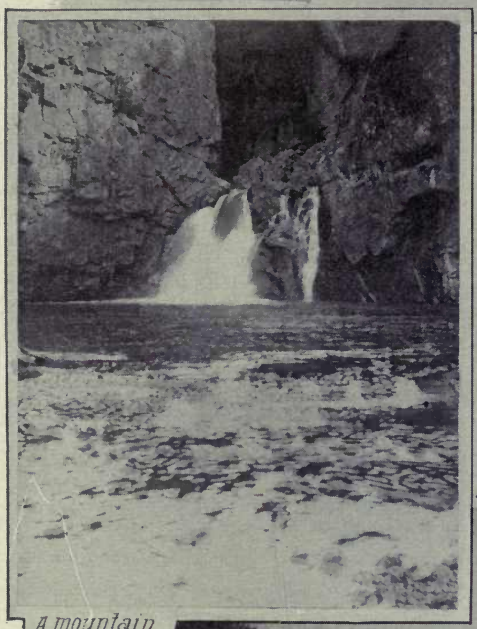
The special officer in charge of the cold storage work, J. F. Fraser, of New Glasgow, reported in the last fisheries blue-book that two classes of fishermen may be benefited by the cold storage depots—the shore fishermen and the bankers. The former, he says, are as a class slow to take up a new idea, and are usually distrustful of each other, a circumstance which tends to prevent that hearty co-operation necessary to the success of any joint-stock enterprise. He states that he knows cases of fishermen, not shareholders in a freezer, who refuse to try frozen bait when fish are plentiful, but prefer to waste valuable time in endeavoring to find fresh bait when it is very scarce. The bankers, on the other hand, are more progressive, and do not miss any opportunity of obtaining bait.

It is a somewhat curious fact that most of the Cape Breton fishermen are engaged with boats in the shore fisheries, while numbers of vessels come from other places, much farther away than Cape Breton, and take part in the more profitable bank fisheries. There is evidently a good opening for the establishment of large fishing fleets for the banks at several Cape Breton ports. Such an enterprise, undertaken by men who thoroughly understand the business, would doubtless yield large returns.

Most of the codfish are salted, dried in the sun and shipped in this preserved condition. At every settlement may be seen the drying stages or fish-flakes, as they are called, where the fish are exposed to the influence of the sun and air. The work of preparing and drying the fish is largely performed by the women and children of the settlement. In many places more attention might profitably be given to this important branch of the industry. The market value of the fish depends upon the care and thoroughness with which it has been cured.



An Inner Bay.



A mountain Cascade

Looking out of the Bay.

ST. ANN'S
Reached by Steamer
from NORTH SYDNEY

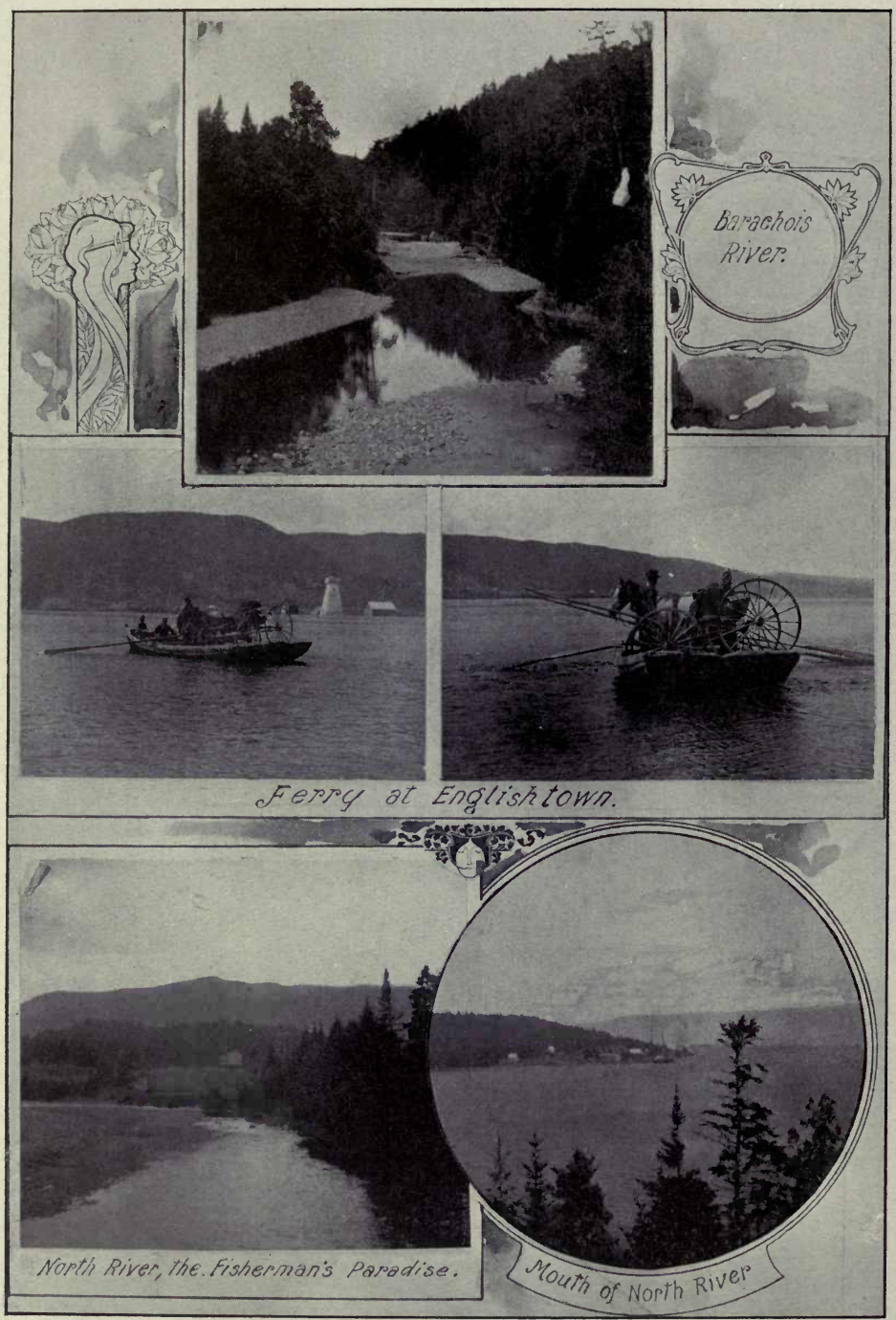
Herring are also taken in large quantities. During 1900 over 20,000 barrels of pickled, and over a million pounds of fresh herring were sold by Cape Breton fishermen. As soon as the drift ice leaves the lakes and coast-waters, the spring herring frequent the whole coast of the island, penetrating to every creek and corner of the Bras d'Or lakes, where they remain long enough to spawn and then disappear. The spring herring are thin and are mainly used for bait by the bankers. The fat July herring first strike the northern shore of Victoria County and thence gradually work south to Richmond. In September again large herring are taken all along the coast of Cape Breton, but they are not equal in quality to the July catch.

Mackerel are also plentiful, though usually the valuable fat fall mackerel do not come in as near the shore as was formerly their habit. In addition to the local fishermen, the American seining schooners take large quantities of these valuable fish. Most of these schooners are fitted up with every modern appliance and make very profitable catches. Several of them are now fitted with gasoline engines, and can thus make good progress even in calm weather. The "Helen M. Gould," a Gloucester schooner of this class, whose captain was the well-known Sol Jacobs, sometimes called the "king of mackerel killers," was burned last autumn (1901) in North Sydney Harbor, owing to a leakage from her gasoline tank.

The catch of halibut is on the increase, owing to the increased local demand for the fresh fish. Considerable attention is being given to haddock, especially in Richmond County, where several smoke-houses, at which finnan haddies of superior quality are produced, have been established.

The salmon fishery is highly remunerative, there being a growing demand for the fresh fish, both for the local market and for export. Salmon frequent the large creeks and river entrances along the whole coast, and are said to be superior in quality to either the British Columbia or the Newfoundland fish. The rivers of Inverness and Victoria Counties are the favorite spawning grounds of the salmon. The trade in fresh salmon is growing rapidly, but to ensure its further successful development, rapid transit, both by water and rail, is of the utmost importance. In order to increase this branch of the fisheries, the Government has just completed the erection of a first-class fish hatchery on the Margaree River. The salmon spawn for this hatchery will be taken from the midrun of fish caught in the Margaree River and in the Little River at Cheticamp. The salmon hatched will be used chiefly to stock these two rivers, as, owing to the gill net fishing in the coastal and tidal waters adjacent to them, they probably sustain the largest drain of any rivers in the island.

One of the most profitable branches of the fisheries of Cape Breton is that of the lobster, of which it is estimated that no fewer than seven and a half millions are taken yearly. Considering the limited extent of coast-line, the lobster fishery



Scenes at St. Ann's.

of Cape Breton is one of the most valuable in the world. In most of the harbors and coves along the coast there are factories for the canning of these fish, where, during the season, thousands of men, women and children are employed. There are altogether nearly eighty of these factories in operation. Every effort is made to carefully preserve this fishery. The fishing season is limited to three months, and no spawn or berried lobsters and none under eight inches in length are supposed to be taken. At present experienced packers assert that no indication of depletion or even scarcity in the supply is noticeable.

The following figures, prepared by H. E. Baker, of Gabarus, who owns by far the largest number of factories in Cape Breton, give an interesting insight into the value of the lobster fishery to the island. Some 1,500 fishermen are engaged to catch them, while 2,000 to 2,500 hands are employed in the canning factories. 150,000 traps are used, to make which 60,000,000 of laths, 6,000,000 pounds of nails, 18,000 pounds of twine, and 10,800,000 feet of rope are required. The material required for making and sealing the 25,000 cans annually packed, consists of 3,300 boxes of tin-plates, 50,000 pounds of solder, 15,000 pounds of nails, and 300,000 feet of pine lumber. In addition to the lobsters used in the canning factories, large numbers of fresh lobsters are profitably shipped to Halifax, Boston and elsewhere.

In former years oysters were obtained in considerable quantities from Cape Breton beds and shipped to the towns of the Maritime Provinces. The fishery would now seem to be almost on the road to extinction, the supply at present not nearly meeting the local demand. Oysters are found in the Mira River, at the head of East Bay, at Malagawatch and Orangedale bays and at several other points in the inland waters. The scarcity of this shellfish is probably due to overfishing and lack of cultivation. At Malagawatch and Orangedale bays, both whites and Indians engage in the fisheries, using rakes and dip-nets, and by the end of each season the oysters are fished up very clean. Possibly, by careful cultivation, this industry of Cape Breton may not only be preserved, but greatly developed.

The interests of the fisheries are cared for by the Marine and Fisheries Department of the Dominion Government. Cape Breton Island, known as District No. 1, is looked after by an inspector, who is assisted by twenty overseers located in the principal fishing centres. The Fisheries Intelligence Bureau have reporters at the various points, whose duty is to chronicle the advent, departure, etc., of the different varieties of fish each year. The Government also endeavors to promote the fisheries by the payment of bounties. In 1900 the bounties paid were at the rate of $1.00 per ton for vessels and $6.50 each for vessel fishermen; $1.00 each for boats and $3.50 each for boat fishermen. The total amount of bounty paid during that year in Cape Breton amounted to $19,091.

SCENES AT INGONISH

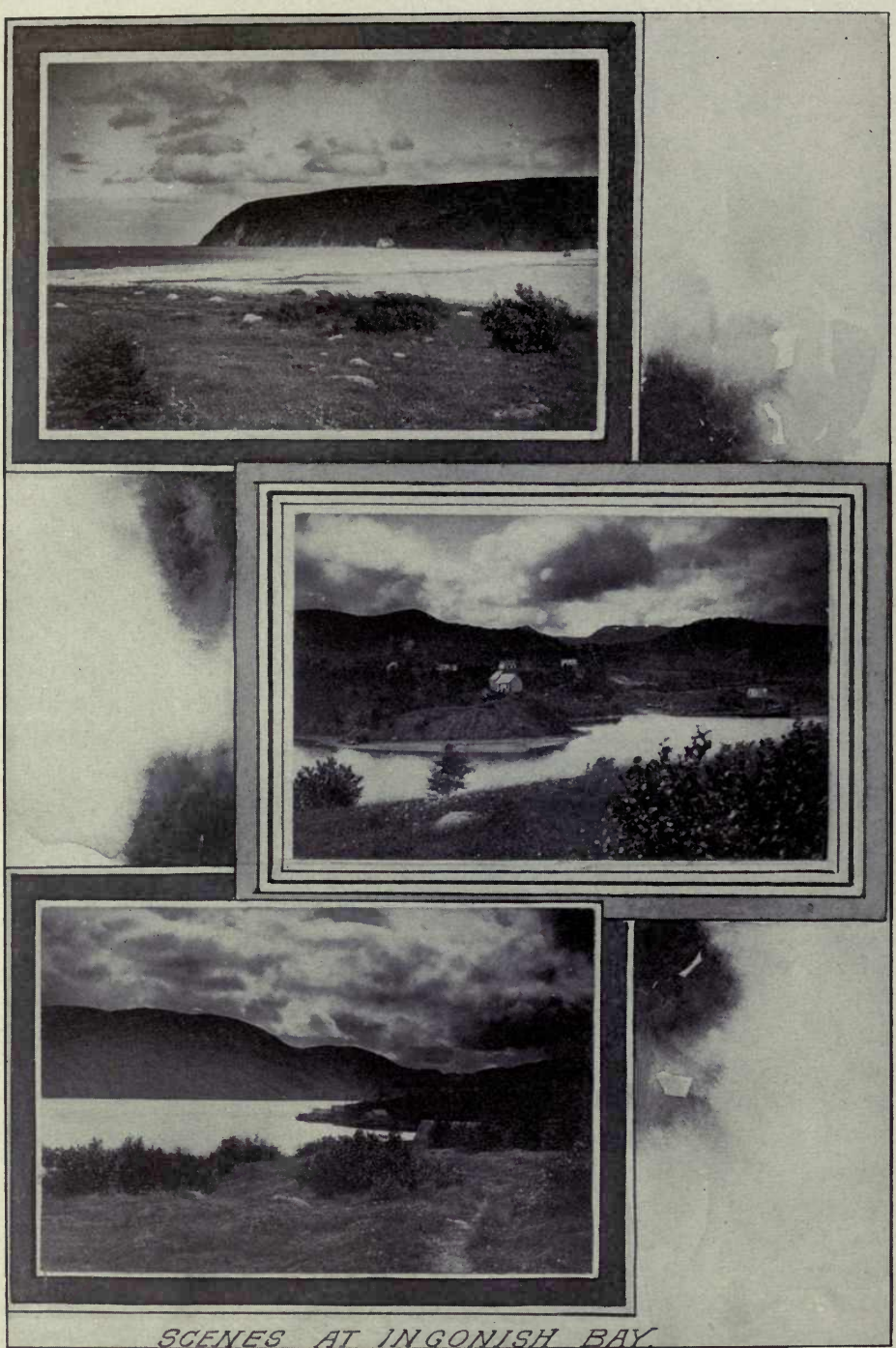
CHAPTER XVIII.

THE COALFIELDS OF CAPE BRETON.

STATE OF CAPE BRETON DURING THE CARBONIFEROUS PERIOD—LENGTH OF THE PERIOD—FIFTY GENERATIONS OF TREES TO MAKE A FOOT OF COAL—SIR WILLIAM DAWSON ON THE FORMATION OF COAL—TREES OF THE PERIOD—SIGILLARIA BROWNII—CALAMITES—FERNS—ANIMAL LIFE—SAUROPUS SYDNENSIS—DENDRERPETON ACADIANUM—A CARBONIFEROUS DRAGON-FLY—HAPLOPHLEBIUM BARNESII—THE CARBONIFEROUS SYSTEM IN CAPE BRETON—FOUR DISTINCT FORMATIONS—CONGLOMERATE—CARBONIFEROUS LIMESTONE—MILLSTONE GRIT—COAL MEASURES—THE THREE COALFIELDS OF THE ISLAND—EXTENT OF THE SYDNEY COALFIELD—AGGREGATE THICKNESS OF COAL IN WORKABLE SEAMS—SUBMARINE AREAS—ESTIMATED QUANTITY OF AVAILABLE COAL—TOTAL THICKNESS OF SEAMS IN THE DIFFERENT DISTRICTS—COALFIELDS OF INVERNESS AND RICHMOND.

NO Aladdin's fairy palace raised in a single night is half so wonderful as the change that nature, working calmly and steadily through well-nigh countless ages, has wrought in the surface of Cape Breton. The visitor to our coal mines could, if carried back in fancy for thousands of years, see again the wild jungles and marshy swamps, the giant trees and huge ferns, the curious beasts and insects that once were the only inhabitants of our busy island. Fortunately the labors of men of science have enabled us to picture to ourselves, at least fairly accurately, the state of Cape Breton in the carboniferous period. In this work two names stand out pre-eminently: that of the late Richard Brown, of Sydney Mines, who, through a long and active life, devoted much time and thought to Cape Breton geology; and that of the late Sir William Dawson, whose "Acadian Geology" will ever remain an enduring monument of his zealous devotion to his favorite study.

The carboniferous period was a long one. Sir William Dawson says that "the climate of the period in the northern temperate zone was of such a character that the true conifers show rings of growth not larger or much less distant than those of many of their modern congeners." The trees which grew in the coal swamps fell in successive generations from natural decay; and it is asserted that every foot in thickness of pure bituminous coal implies the quiet growth and fall of at least fifty generations of these trees. This implies an undisturbed condition of forest growth enduring through many centuries. During the carboniferous period the rocks that were to form the shores of the red sandstone sea were being deposited as sediment in the waters which laved the sides of the old metamorphic ranges. Not only is the carboniferous system of enormous economic



SCENES AT INGONISH BAY.

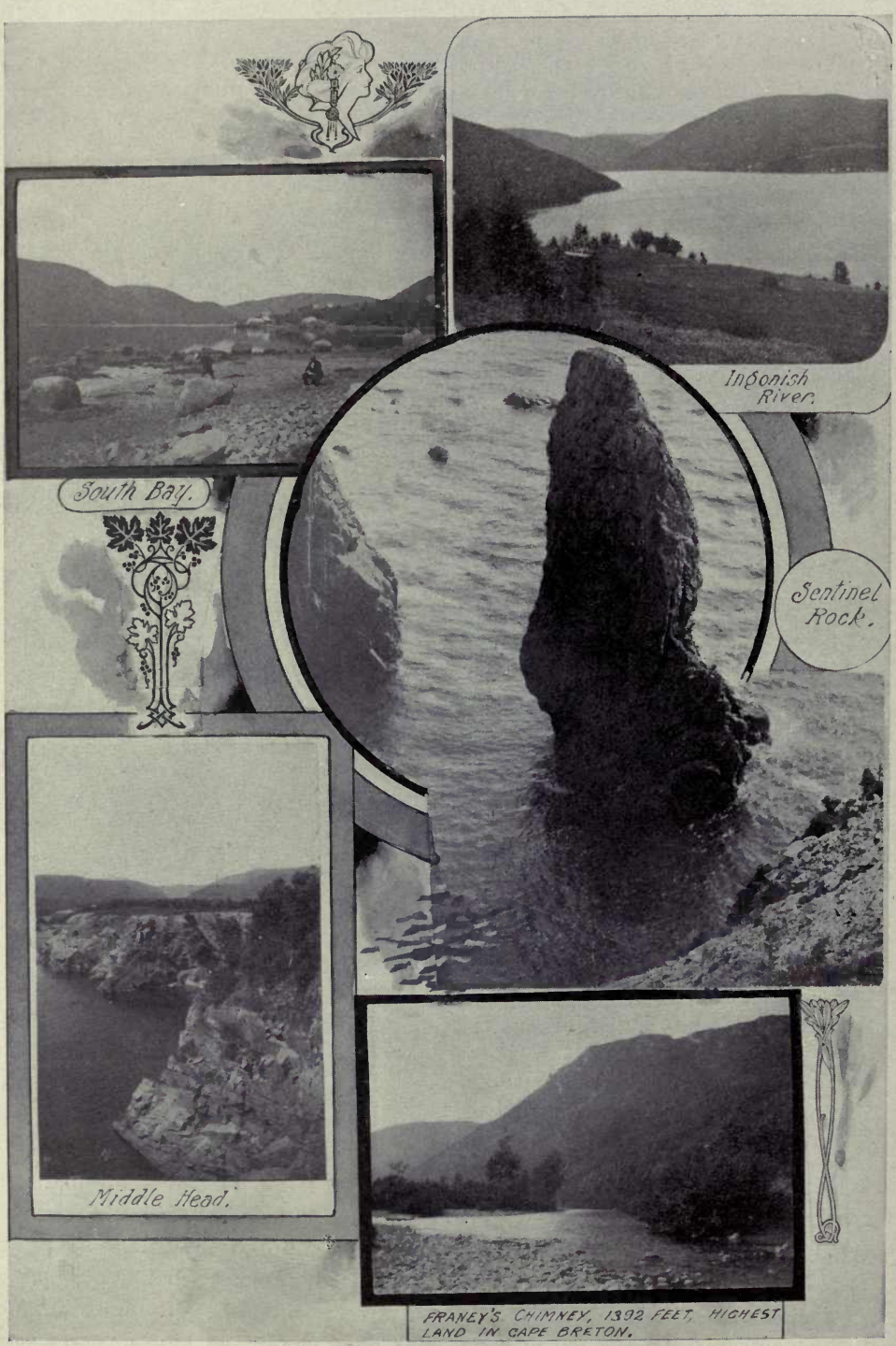
SMOKY MOUNTAIN.
THE RIVER.

THE "CORK."

value, but in Cape Breton there is no system which approaches it in the interest it affords to the geologist. Dawson ably maintained that true coal is a sub-aerial accumulation of vegetable growth on soils wet and swampy, but not submerged; and that the occurrence of marine and brackish water animals in the roofs of coal beds affords no evidence of sub-aqueous accumulation, since the same phenomena occur in modern submarine forests. The conditions, therefore, of the coal measures in the period of their formation were very similar to those of the swampy deltas of great rivers. Erect trees occur at eighteen distinct levels. The greatest number of these belong to the group Sigillariæ, so called because of the seal-like marks left by the fallen leaves upon their trunks. One of the best known species was called by Sir William Dawson, Sigillaria Brownii, in honor of Mr. Brown. This tree was altogether unlike those now indigenous to the island, as it possessed a tall, cylindrical trunk, marked by perpendicular ribs which gave it the appearance of a fluted column. At the base, thick cylindrical roots are found at regular intervals all round, and from these spread long cylindrical rootlets. These roots, known as stigmaria, were for a long time regarded by geologists as separate plants; but to the late Richard Brown belongs the honor of giving the geological world the first satisfactory information respecting their true nature. The trunks of these trees remained single or spread into a few thick, regularly arranged branches, and these again were covered with long narrow leaves like those of the pine if greatly increased in size. The flowers on long catkins were borne near the top in rings encircling the stem, and the fruit was similar in appearance to large nuts. The trunk, something like that of the false sago plant of the tropics, was nearly all bark, which, being less susceptible to decay than most kinds of wood, was adapted to the production of coal.

Curious plants, called Calamites, were very common in these swamps. They were closely related to the modern horse-tails (*Equisetum*), and grew in dense brakes on the sandy and muddy flats which were subject to inundation. Ferns, both large and small, abounded in these jungles. In those far away ages the species of ferns were much more numerous in proportion to other plants than is the case to-day, and tree-ferns, similar to those now found in the tropics, existed in great variety. Fossil fern leaves are very plentiful in all the Cape Breton coalfields.

Nor were the dark and luxuriant forests of the period destitute of animal life, though most of these living creatures have only recently been identified, some by nothing save footprints on the sands. Reptiles of large size and wondrous forms crept under the shade of the trees. Snails and millipedes fed on the decaying vegetation, and insects flitted through the sunny glades of these ancient forests. Reptilians abounded from the beginning to the end of the carboniferous period. A fine slab, discovered by Richard Brown and now in the Museum of McGill University, shows footprints of an animal, the breadth of whose foot was at



Scenes at Ingonish.

least three inches. The reptilian who left these traces behind him now rejoices in the name of Sauropus Sydnensis, from the fact that the slab was discovered at Sydney Mines. He has the honor of being the first reptilian discovered in a Cape Breton coalfield. A creature now known as Dendrerpeton Acadianum also probably existed here; his fossil remains have been found in Nova Scotia, and he was something like a lizard in shape, about ten feet in length, with broad, flat head, short stout limbs, and a graceful tail.

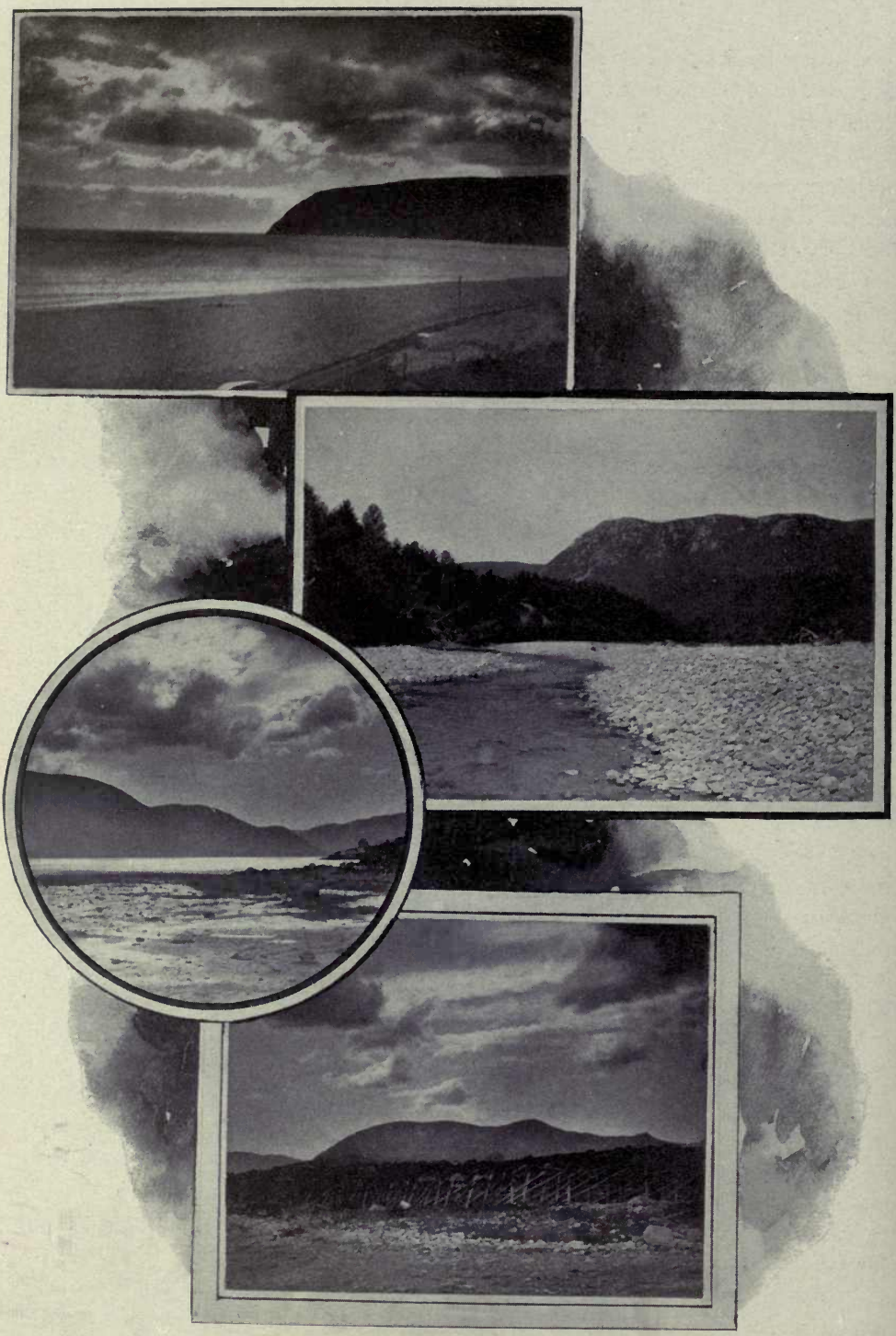
Insects were evidently abundant, the prevailing conditions being well adapted to their needs. One would scarcely imagine that the remains of such frail creatures as these could have come down to us through centuries of time, and yet such is the case. To Mr. A. G. Hill belongs the honor of having discovered at Cossit's pit, near Sydney, the first known example of a carboniferous dragon-fly, and at Little Glace Bay Mr. James Barnes discovered a beautiful wing of a day-fly, since named Haplophlebium Barnesii. It must have been an immense insect—seven inches in expanse of wing. No doubt the swamps and creeks of carboniferous Cape Breton swarmed with the larvae of these large ephemera which furnished an abundant supply of food for the large lizards and the fish which also inhabited them. The perfect insects flitted over the peaceful waters and through the dense glades, the terror of the gorgeous butterflies which also lived their little day in prehistoric Cape Breton.

Cape Breton's greatest wealth consists in the extensive and valuable coal deposits of the island. The rocks of the carboniferous system cover about one-half of its whole area. This system has been grouped into four distinct formations: the conglomerate, the carboniferous limestone, the millstone grit, and the productive coal measures.

The conglomerate, which is classed by the late Richard Brown with the old red sandstone of Great Britain, consists of waterworn pebbles and angular fragments of igneous and metamorphic rocks, which have apparently accumulated under cliffs which bordered on the shores of an ancient sea. It is very irregular in thickness, varying from hills eight hundred feet high to beds of only a few feet, while in some places it is wanting altogether. The rugged hills of conglomerate constitute in many places the most striking feature of the scenery of the Bras d'Or lakes. In connection with the Sydney coalfield the conglomerate occurs only in thin beds at New Campbelton, George's River, the northwest arm of Sydney Harbor, and the south shore of Mira Bay.

The carboniferous limestone, with the associate beds of shale, marl and gypsum, occupies about one-seventh of the surface of the island, and is thought to extend beneath the whole of the Bras d'Or lakes. In some localities the formation doubtless exceeds 2,000 feet in thickness.

The millstone grit is the name given to the great series of sandstone beds which overlie the carboniferous limestone series, and intervene between it and the



Scenes at Ingonish.

productive coal measures. On the shores of Sydney Harbor the millstone grit probably exceeds 1,800 feet in thickness. In Richmond County also it is of considerable thickness, and covers the tract of country between St. Peter's and River Inhabitants. The limits of the coal measures can be determined by the outcrop of the higher beds of this formation.

The coal measures themselves consist of a great accumulation of sedimentary strata of shale, sandstone and fire-clay, and contain valuable seams of the bituminous coal, upon which Cape Breton's future commercial greatness depends. Cape Breton contains three distinct coalfields, known respectively as the Sydney, the Inverness, and the Richmond. Of these the first named is by far the most important, though that of Inverness promises to be very productive.

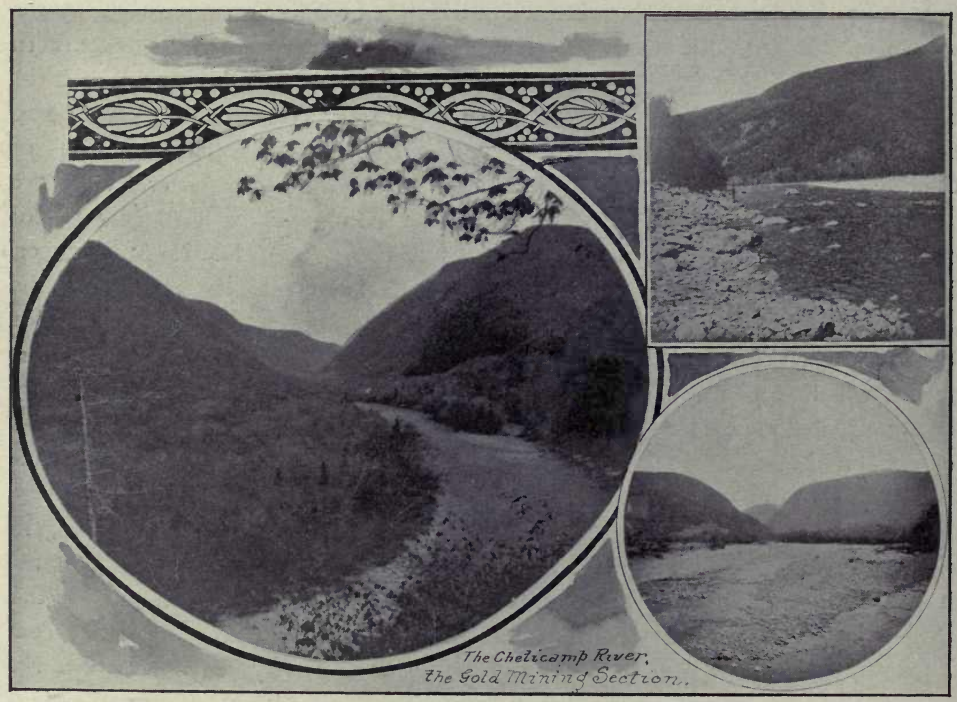
The land areas occupied by the productive coal measures in what is known as the Sydney coalfield have been estimated at two hundred square miles. They extend from Cape Dauphin to Mira Bay, stretching over a territory about thirty-two miles long and six miles wide, which is bounded on three sides by the waters of the Atlantic Ocean. This magnificent area forms the southern extremity of an extensive basin, the greater part of which lies hidden beneath the waters of the ocean. The same coal seams repeatedly come to the surface along the coast of the island, and that too under the most favorable circumstances for their extraction and shipment. There is comparatively little difference in the quality of the several seams. The coal is bituminous, and is well adapted for general purposes and for the manufacture of coke and gas. Mr. Hugh Fletcher, B.A., in an admirable descriptive note on the Sydney coalfield, states that the aggregate thickness of coal in workable seams, outcropping on the shore and for the most part exposed in the bays and cliffs, is from forty to fifty feet. The seams, which vary from three to nine feet in thickness, generally dip at a very low angle, and appear to be but little affected by faults or disturbances. He is of opinion that as the strata all dip seaward, much of the coal in the submarine areas will also be available.

It has been estimated that the total quantity of coal in the Sydney coalfield, exclusive of seams less than four feet in thickness, is at least one thousand million tons. It will thus be seen that this coalfield is probably the most valuable in the Dominion of Canada. Furthermore, the value of this enormous deposit of coal is greatly increased by its proximity to the fine harbors of Sydney and Louisburg.

The following table gives the names of the different basins and districts into which the Sydney coalfield has been divided, with the total thickness of the workable seams of coal in each:

Name of District		*Total Thickness of Seams*	*Name of District*		*Total Thickness of Seams*
Cow Bay	North Side	27 ft. 5 in.	Lingan Tract	Lingan Side	47 ft. 0 in.
	South Side	23 ft. 5 in.		Sydney Harbor	44 ft. 6 in.
Glace Bay	East Side	39 ft. 6 in.	Sydney Mines	Sydney Harbor	30 ft. 4 in.
	Bridgeport	39 ft. 6 in.		Little Bras d'Or	30 ft. 5 in.
Boularderie		28 ft. 9 in.	Cape Dauphin		13 ft. 5 in.

In Inverness County the lower carboniferous rocks extend all along the coast as far north as Cheticamp. The productive coal measures occur at Port Hood, Mabou, Broad Cove, and Chimney Corner, and contain seams of considerable thickness. They are evidently portions of a great coalfield which extends under the waters of the Gulf of St. Lawrence. The Richmond coalfield lies at the southern extremity of the island between River Inhabitants and the Strait of Canso. The carboniferous rocks of the district cover about twenty square miles, and there are several workable seams of coal. Little effort has yet been made to develop any of the areas in this district.



The Cheticamp River, the Gold Mining Section.

SMOKY MOUNTAIN—INGONISH.

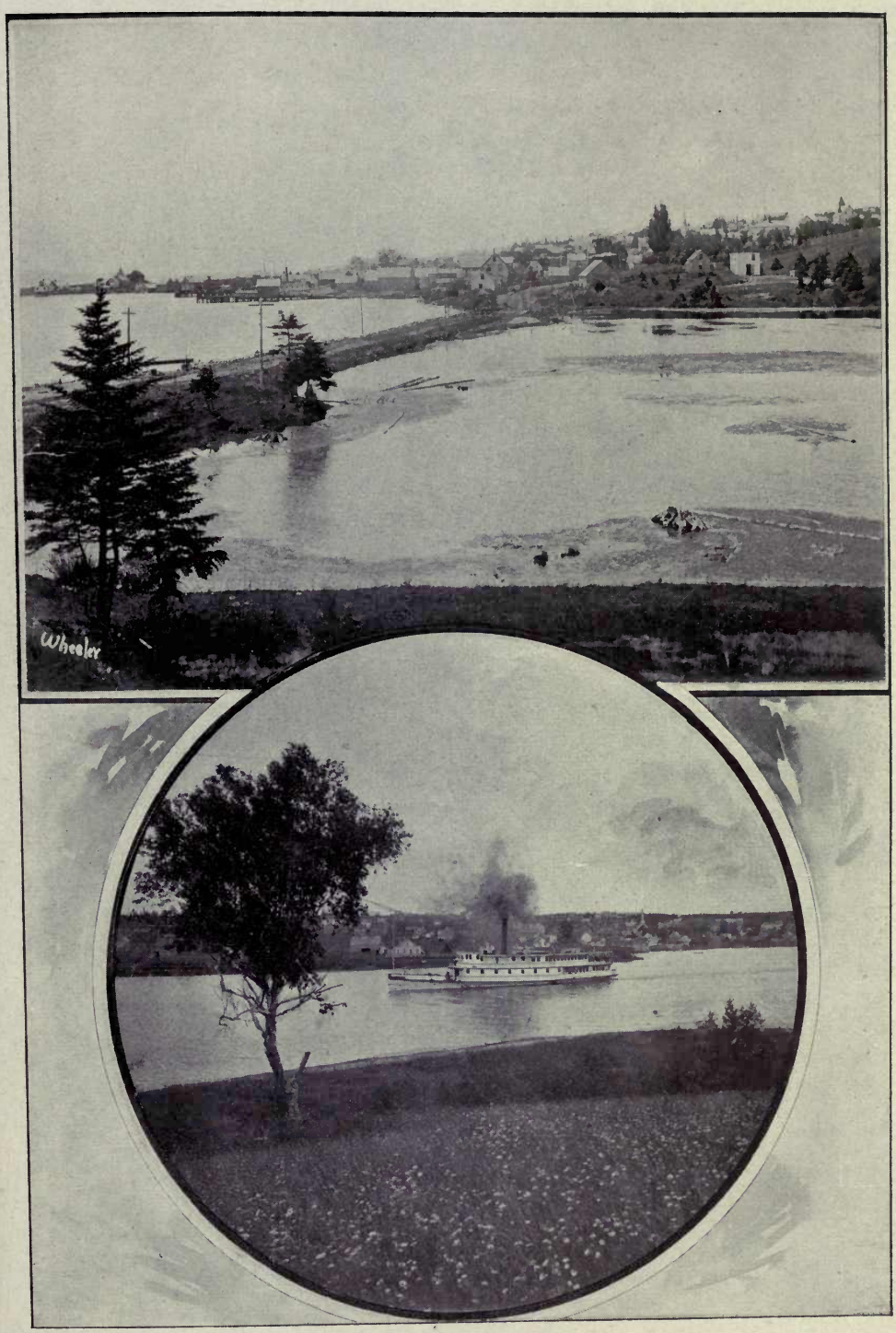
CHAPTER XIX.

EARLY HISTORY OF THE COAL TRADE.

First Printed Notice of the Existence of Coal—Eastern Acadie Granted to Nicholas Denys by Louis XIV.—First Mention of Coal on the Mainland of America—Silence of the Earlier Voyagers as to the Existence of Coal in the Island—Raudot in 1708 Recommends the Establishment of a French Entrépôt in Cape Breton—Admiral Walker's Reference to the Existence of Coal—First Regular Mining at Port Morien, 1720—English Mines at Burnt Head and the Little Entrance of the Bras d'Or—Coal Trade with New England—Grants Applied for by Brigadier-General Howe and Other Officers—By Sir Samuel Fluyders and Others—British Government Refuses to Allow Coal Mines to be Opened in Cape Breton—Governor Campbell, of Nova Scotia, Grants an Exclusive Right to Benjamin Gerrish and his Associates—Increase of the Illicit Trade in Coal—System of Mining Pursued Both by the Government and the Contraband Traders—Work Begun at Sydney Mines in 1784—Mines Leased by the Government—General Mining Association Acquires the Sydney Mines Collieries, 1827—Origin of the Association—Methods of Mining at the Time—Unsatisfactory Condition of the Miners.

AS the coal mines of Cape Breton were known from the earliest days, a brief sketch of the history of the coal trade will be in point. For the facts in this chapter the writer is indebted to the valuable and now rare work of the late Richard Brown, F.G.S., on "The Coal Fields and Coal Trade of the Island of Cape Breton." The first printed notice of the existence of coal occurs in Nicholas Denys' work, "Description Geographique et Historique des Côtés de l'Amérique Septentrionale," which was published in Paris as far back as 1672. Denys, who for a number of years was Governor of the eastern part of Acadie, obtained in 1654 a concession of the whole island from Louis XIV., with full power to search for and work all minerals, paying one-tenth of the profit to his royal master. In his book he thus speaks of the coal deposits of Cape Breton: "There are mines of coal through the whole extent of my concessions near the sea-coast, of a quality equal to the Scotch, which I have proved at various times on the spot, and also in France, where I brought them for trials." Denys made no attempt to work the coal seams, probably for want of a market. As the first mention of coal on the mainland of America was made in 1698 by the Jesuit, Father Hennepin, who speaks of a mine at Fort Crêvecoeur, on the Illinois River, the island of Cape Breton enjoys the distinction of being the first place in America mentioned as possessing it.

It is somewhat strange that none of the early voyagers made any mention of its existence. Captain Strong, of the "Marigold" (1590), and Captain Leigh, of the "Hopewell" (1597), both visited the island, both knew the value of coal, and



VIEWS OF BADDECK.

yet neither made any mention of its existence in Cape Breton. The silence of Champlain, who circumnavigated the island in 1607, and gave accurate descriptions of the harbors and products, is still more surprising.

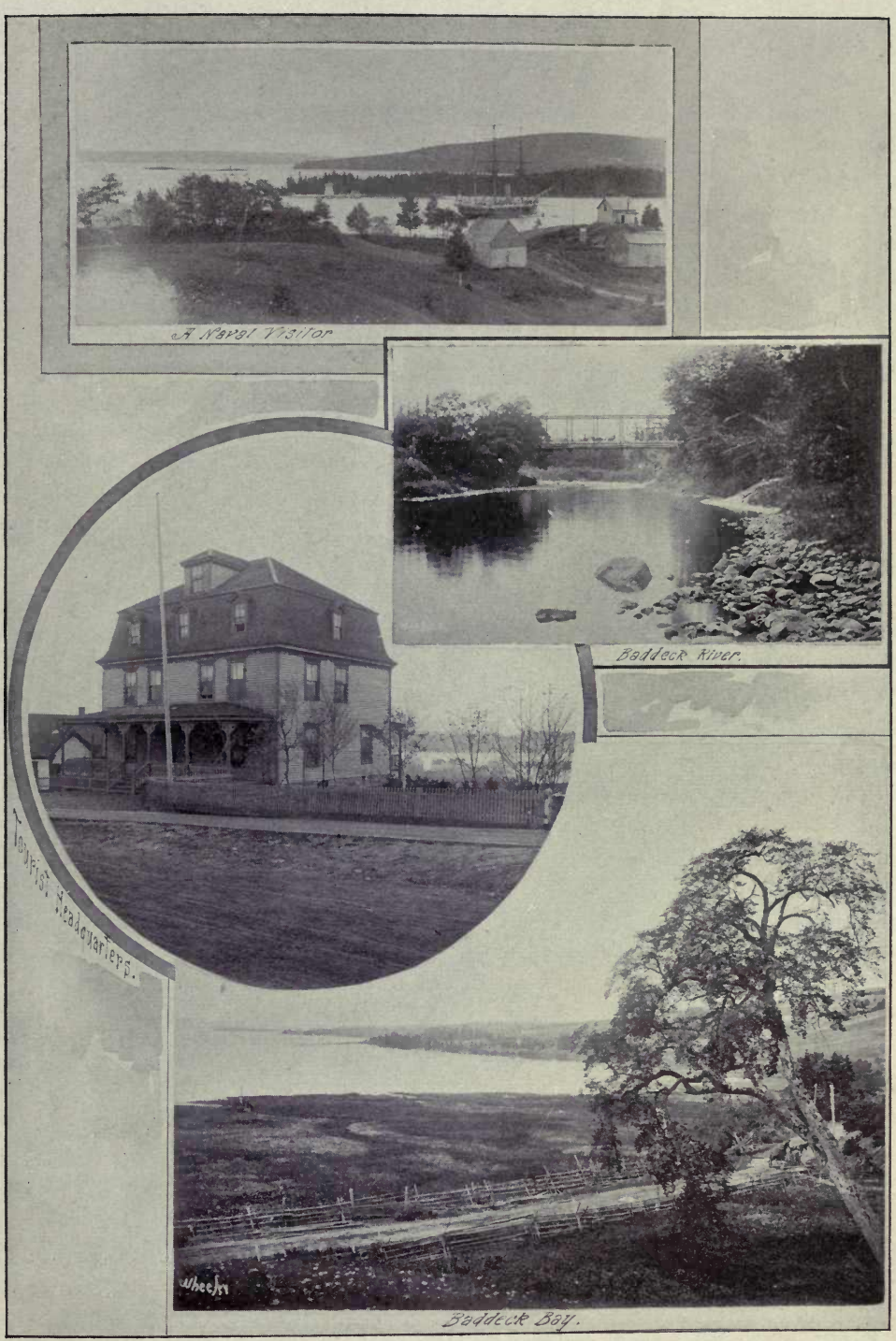
As early as 1708, M. Raudot, Intendant of the Marine of Canada under the French regime, recognized the excellent position of Cape Breton ports for European trade, and recommended the establishment of an entrepot on the sea-board, where European products could be brought and stored for shipment to Canada, and whence coal, codfish, timber and plaster could be shipped to France. In 1711 Admiral Walker wrote of Cape Breton: "The island had always in time of peace been used in common both by the English and the French for loading coals, which are extraordinarily good here, and taken out of the cliffs with iron bars only and no other labor."

The first regular mining took place at Cow Bay, now Port Morien, in 1720. The coal then mined was used for fuel by the French soldiers and laborers employed in laying the foundations of the fortress of Louisburg. Shipments to Boston were made from Louisburg, though the treaty of neutrality forbad commercial intercourse between the French and English colonists.

From the first conquest of Louisburg in 1745, to its restoration to France in 1749, the English garrison was supplied with coal from mines opened at Burnt Head and at the entrance of the Little Bras d'Or. The Governor, Admiral Knowles, complained that the cost of fuel for the winter of 1745–46 amounted to £5,000. Abbé Raynal, in his "Histoire de Commerce," says that there was a prodigious demand for Cape Breton coal from New England during the years 1745–49. After the reduction of Louisburg in 1758, about 3,000 tons were raised annually for the use of the English garrisons there and at Halifax. This coal cost the Government four shillings a ton, exclusive of stores and implements.

In 1764 Brigadier-General Howe and others officers applied for a grant in Cape Breton, extending from the north side of Mira Bay to the southeast side of the entrance of the Bras d'Or and seven miles inland (thus covering the whole of the Sydney coalfield), "as they were desirous of becoming adventurers in opening coalfields, and of endeavoring to establish a colliery for the better supplying the several colonies and garrisons on the continent with fuel." Two months later Sir Samuel Fluyders and three associates applied to the Lords of Trade for a lease of all the coal in the island. None of these requests, however, were granted by the home government.

In 1766, in spite of a recommendation from Governor Francklyn, of Nova Scotia, in favor of a party of would-be lessees, the English Government apparently, as was too often the case, not realizing the condition and the value of Britain's colonial possessions, decided against it, and at a council held at the court of St. James, His Majesty, with the advice of the Privy Council, "declared His Royal Pleasure not at present to authorize or permit any coal mines to be



SCENES AT BADDECK.

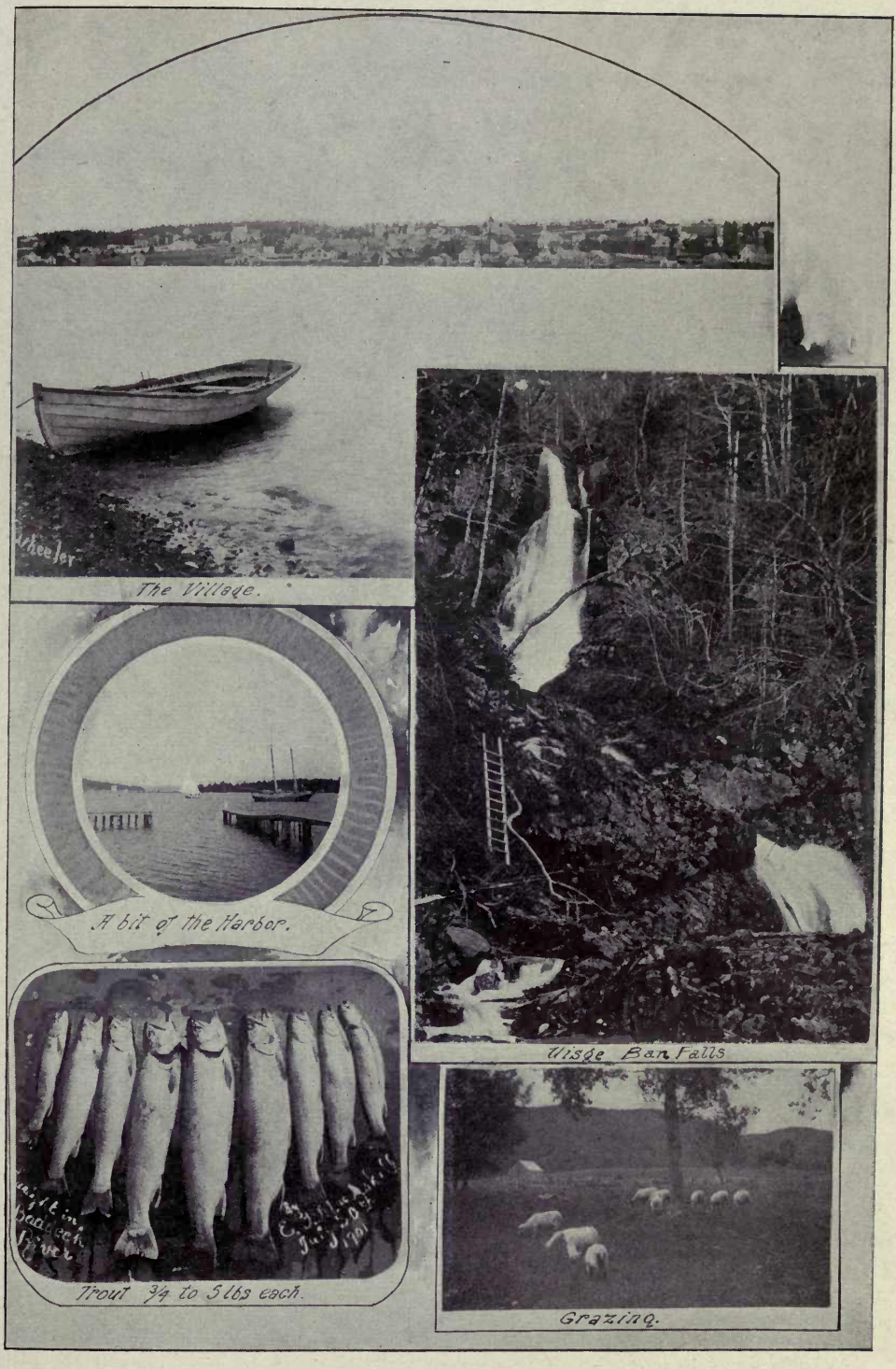
opened in the Island of Cape Breton, and that all petitions and proposals for that purpose be dismissed this board."

However, acting apparently on the principle that Nelson adopted when at the battle of Copenhagen he put his blind eye to the telescope to read the signals of his superior officer, Governor Campbell, in 1766, granted an exclusive right to Benjamin Gerrish, William Lloyd, James Armstrong and Peter Bard, of Halifax, to dig 3,000 chaldrons of coal anywhere, except from those places where the troops were at work digging for the use of the garrisons. These enterprising merchants opened a mine at Spanish (Sydney) Harbor, and shipped coal during the year, not only to Halifax, but to England, Louisburg, Philadelphia, Boston, New York and Providence. This year, therefore, may be taken as the date of the commencement of Cape Breton's coal trade as a regular, authorized and systematic business.

However, the British Government seemed determined to persevere in the mistaken policy of refusing to grant leases, and in 1768 the Secretary of State again informed the Governor that no more licenses must be granted. As a result of this, the illicit trade increased to such an extent that in the spring of 1770 a detachment of soldiers was sent to Cow Bay, who seized five hundred chaldrons dug by trespassers during the preceding winter. Meanwhile the garrison at Halifax was supplied from the recently opened mine at Spanish River. But even here the system pursued by the contraband traders was adopted by the Government. When all the coal easily accessible from the face of the cliff at one spot was exhausted, it was at once abandoned for another, no level being driven further into the seam.

When Cape Breton became a separate province in 1784, Governor DesBarres directed his attention to the coal mines and commenced operations on the "Six Feet" or "Sydney Main Coal," four hundred acres of land being specially reserved for the works. The mines were then worked by a level driven from the foot of the cliff, and a wharf, which in its extended state continued to be used till 1834, was constructed. These mines were leased in 1788 to Thomas Moxley, and in 1792 to Tremain and Stout for a period of seven years. They paid a royalty of three shillings per ton. From 1800 to 1820 they were worked, sometimes by the Government, at others by various lessees. When Cape Breton was re-annexed to Nova Scotia in 1820, Sir James Kempt, the Governor of that province, visited this island and made careful enquiries respecting the mines. He found that forty-two men were employed, and that the annual revenue derived by the Government from that source was from £1,400 to £1,600. In 1822 the mines were leased for five years to Messrs. T. S. and W. R. Bown at a royalty of four shillings and three pence per ton.

The year 1827 marks the beginning of the era of prosperity for the Sydney Mines. They were then acquired by the General Mining Association, which



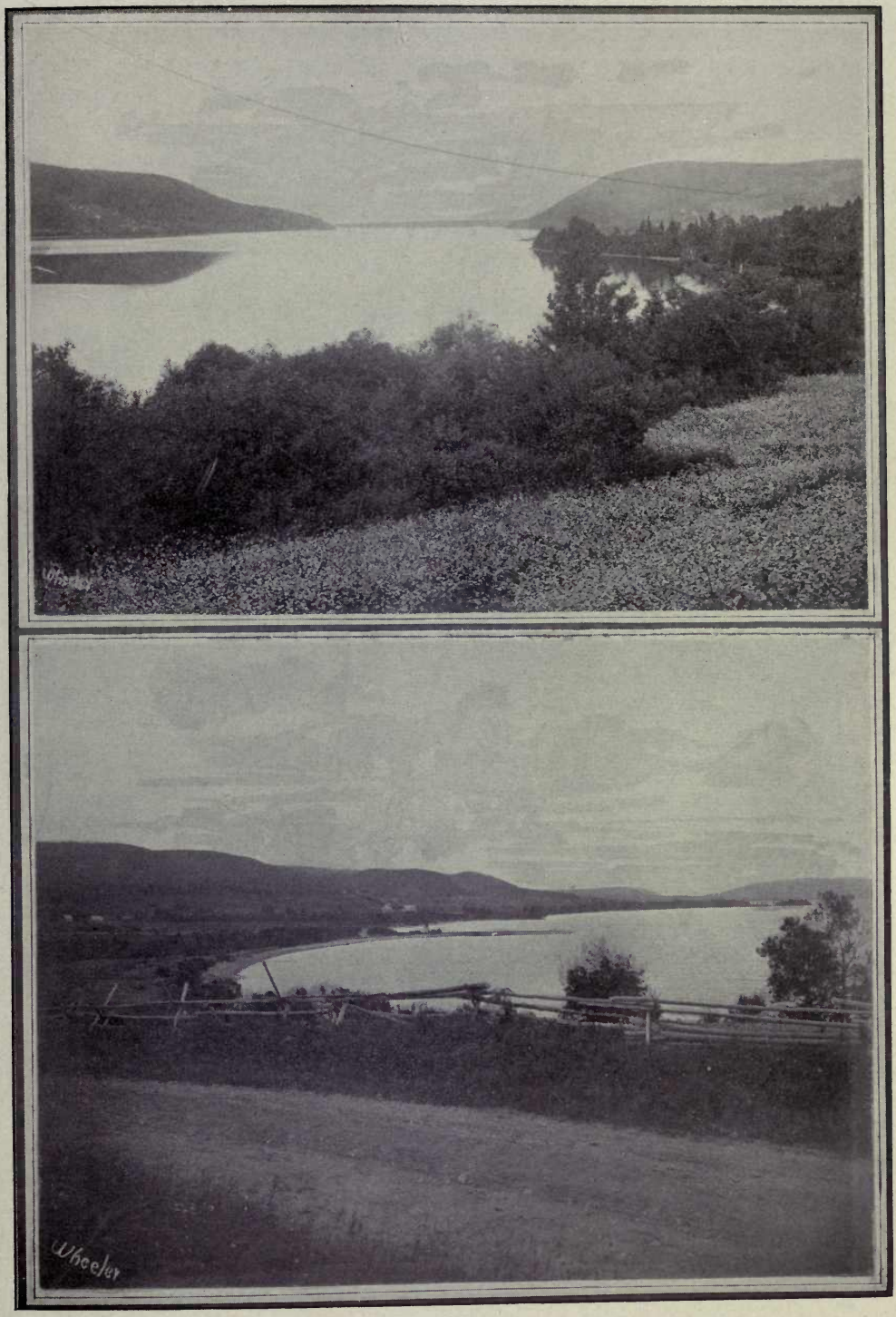
SCENES AT BADDECK.

continued to hold and work them with profit until they were transferred in 1900 to the Nova Scotia Steel Company for $1,500,000. The General Mining Association was one of a number of joint stock companies formed in 1825 with a view to mining operations in America. It was organized by Rundell, Bridge & Rundell, a well-known London firm of jewelers and goldsmiths. The company purchased from the Duke of York a lease, with certain exceptions, of all the mines and minerals of Nova Scotia, which had been granted to him by his brother George IV., agreeing to pay the Duke a certain proportion of their yearly profits. Their first idea was to devote their attention to copper, for which mineral Nova Scotia at that time enjoyed a somewhat undeserved reputation. However, they soon saw the advisability of devoting themselves to coal, and in 1826 sent out the late Richard Brown, who was afterwards for many years their manager at Sydney Mines, to survey and report on the coalfields of the province.

Finding that the best seams were already worked and did not thus come under the Duke of York's lease, and that the Messrs. Bown, whose lease of the Sydney Mines terminated at the end of 1826, were not disposed to seek a renewal, as they had now reached a stage when the erection of expensive machinery became a necessity, Mr. Brown was able to make arrangements for these mines to be taken over by the General Mining Association on January 1st, 1827.

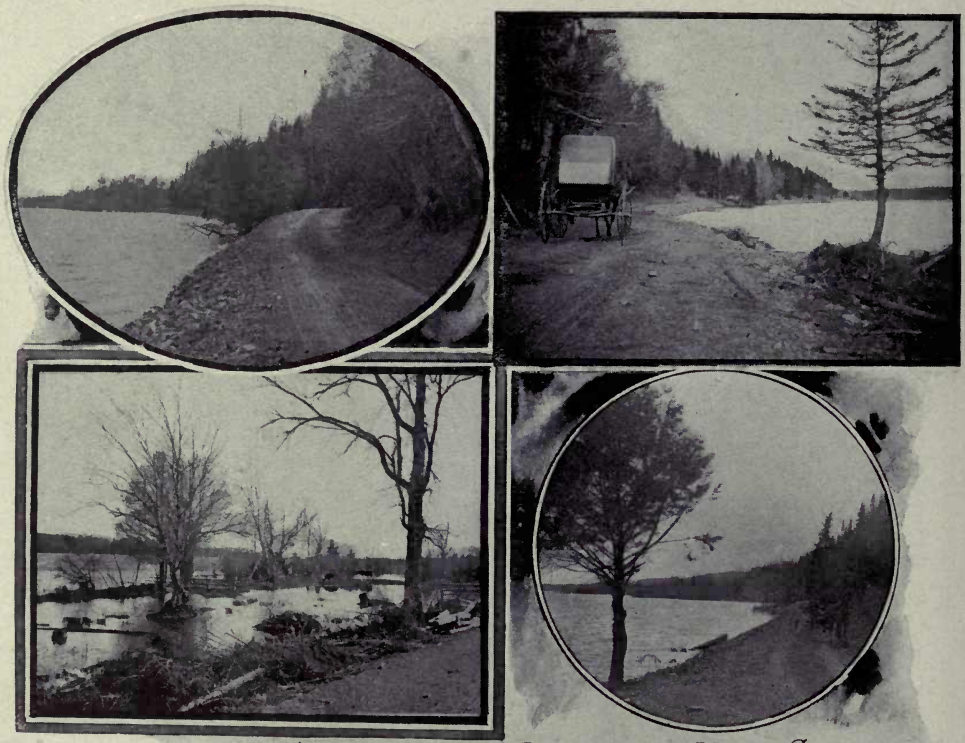
As Mr. Brown has left an exceedingly interesting account of the methods of mining pursued before this company commenced their improvements, this chapter may be fittingly closed with a brief outline of his well-written description. The Sydney main seam was opened by driving an adit from the shore near the old wharf, and as the workings advanced new shafts were sunk at intervals of about two hundred yards. The bords or rooms were intended to be six yards wide, separated by pillars of four yards, but the bords were generally much wider, the pillars narrower. As a result the pillars proved too weak to bear the weight of the superincumbent strata and were crushed in, causing the loss of much valuable coal. As the men were paid the same price for large and small coal, they took no interest in making the greatest possible amount of large coal. The coal was hauled to the bottom of the shaft in two-bushel tubs upon small iron-shod sledges, over a roadway of small round poles laid transversely and close together. Young men, who were paid so much per tub, performed the work of hauling. At the bottom of the shaft three of these tubs were emptied into a larger tub, which was raised to the surface by a double-horse gin and emptied into a hopper. From the hopper the coal was transferred to carts, which were then driven over a corduroy road to the wharf. Vessels drawing over ten feet of water had to receive their cargoes from lighters.

The condition of the men was far from satisfactory. In addition to their wages, weekly rations of beef, pork, bread and molasses were distributed. The working time extended from five A. M. to seven P. M., with an allowance of an

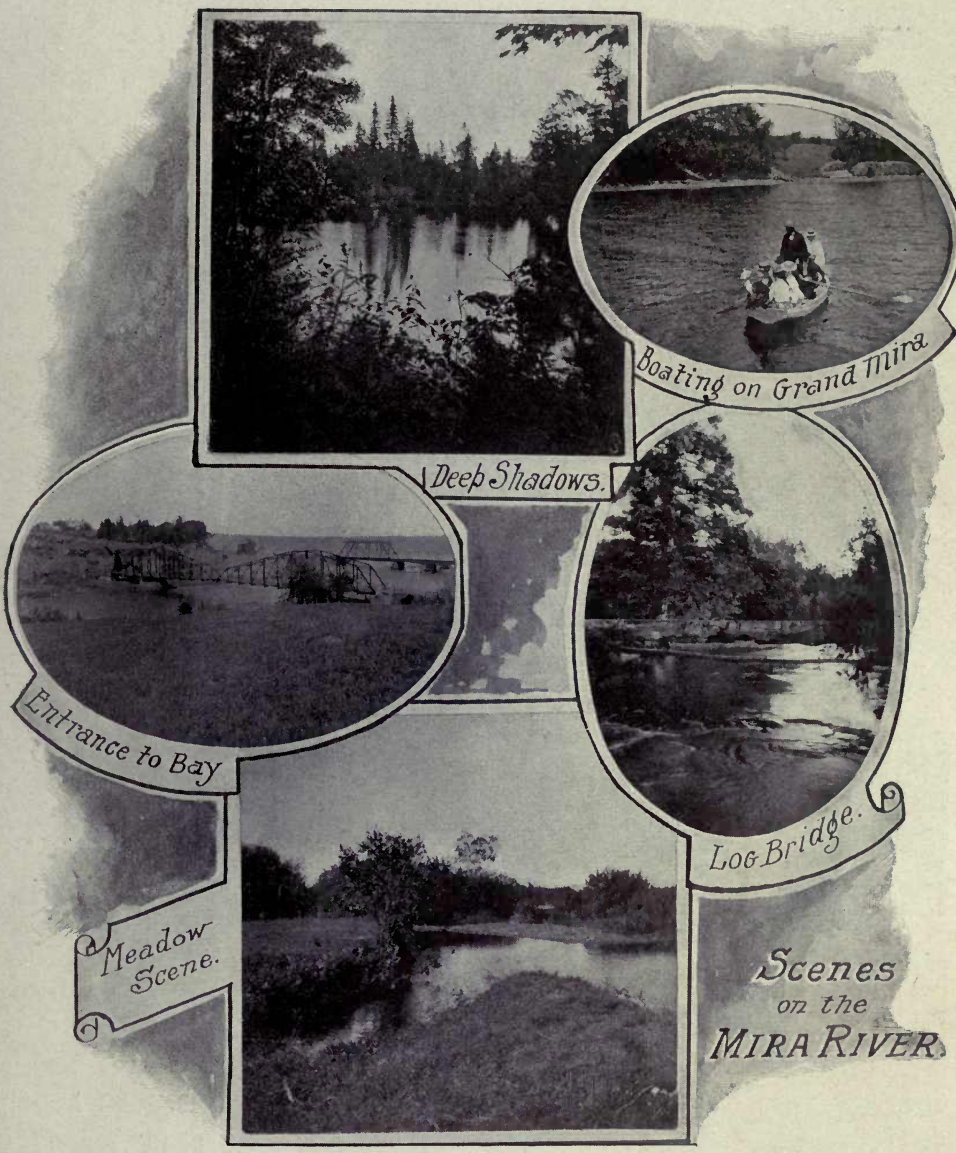


LAKE AINSLIE.

hour for breakfast at nine A. M. and also for dinner at one P. M. Before each meal a glass of raw rum was served out to each man. Some of the men were engaged for four, others for twelve months. At pay days the men generally found that, after paying for their clothing, stores and rum, there were very small balances in their favor. The miners lived, slept and ate in two barracks or cook-rooms, the sleeping berths being arranged along the sides of the room in tiers. Brawling and fighting were fearfully common; and Mr. Brown relates, that having had the misfortune to occupy a house for over a year about a hundred yards from the cook-rooms, he rarely enjoyed an undisturbed night's rest during the whole of that period.



FORK'S LAKE DRIVEWAY, NEAR SYDNEY.

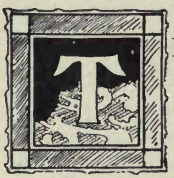


On the Line of the Sydney and Louisburg Railway.

CHAPTER XX.

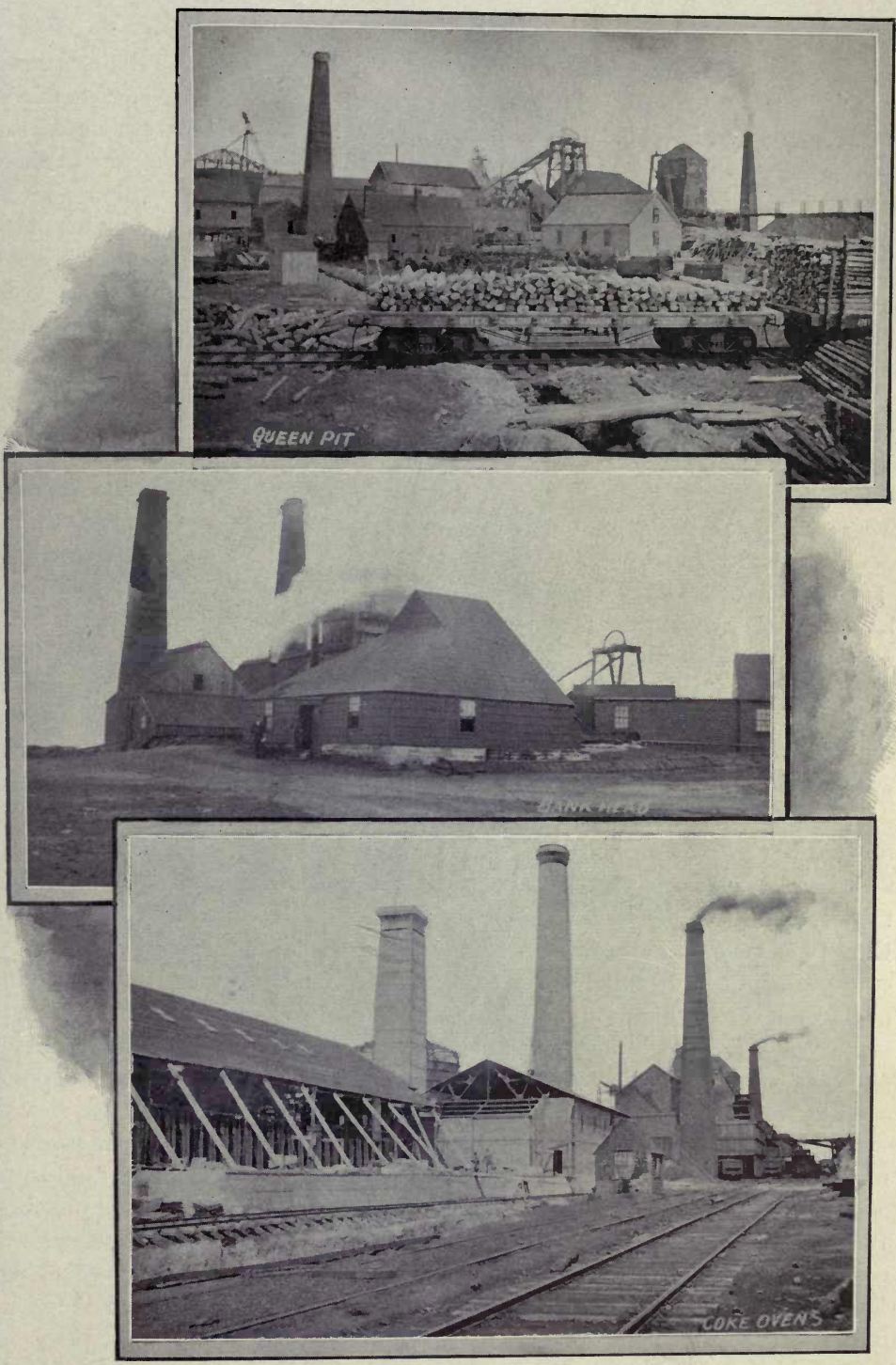
THE GENERAL MINING ASSOCIATION AND THE NOVA SCOTIA STEEL AND COAL COMPANY.

PIONEER COAL MINING COMPANY IN CANADA—DECISION TO DEVELOP THE SYDNEY MAIN SEAM—ENGINES FOR RAISING COAL INTRODUCED—MINERS BROUGHT FROM THE ENGLISH COLLIERY DISTRICTS—RAILWAY FROM THE MINES TO A SHIPPING PIER AT NORTH SYDNEY COMPLETED, 1834—QUEEN PIT BROUGHT INTO OPERATION, 1854—SYDNEY COAL FIRST USED FOR STEAM PURPOSES ON HER MAJESTY'S SLOOP, THE "DEE"—COLLIERIES AT BRIDGEPORT AND BRAS D'OR—SURRENDER OF THE DUKE OF YORK'S LEASE AND THE GRANTING OF A NEW LEASE TO THE ASSOCIATION BY THE GOVERNMENT OF NOVA SCOTIA, 1858—EVENTS WHICH LED TO THE CHANGE—INCREASED DEMAND FOR CAPE BRETON COAL IN THE UNITED STATES CAUSED BY THE RECIPROCITY TREATY OF 1858—PRINCESS PIT OPENED IN 1876—VICTORIA MINE—ASSOCIATION SELL OUT TO THE NOVA SCOTIA STEEL COMPANY, 1900—ESTIMATED AMOUNT OF COAL IN THE COMPANY'S AREAS—RICHARD BROWN, F.G.S., THE FIRST MANAGER FOR THE GENERAL MINING ASSOCIATION—RICHARD H. BROWN, THE SECOND MANAGER—TABLE SHOWING THE STEADY INCREASE IN COAL SALES—NOVA SCOTIA STEEL AND COAL COMPANY—ITS GRADUAL GROWTH FROM A VERY SMALL BEGINNING—NOVA SCOTIA FORGE COMPANY STARTED IN 1872—NOVA SCOTIA STEEL COMPANY ORGANIZED IN 1882—AMALGAMATION OF THE TWO COMPANIES—FORMATION OF THE NEW GLASGOW IRON, COAL AND RAILWAY COMPANY—BLAST FURNACE ERECTED AT FERRONA—ANOTHER AMALGAMATION—COMPANY ACQUIRE THE IRON AREAS AT BELL ISLAND—COMPANY PURCHASE THE PROPERTY OF THE GENERAL MINING ASSOCIATION IN CAPE BRETON AND BECOME THE NOVA SCOTIA STEEL AND COAL COMPANY—COAL-WASHING AND COKING PLANT ERECTED AT SYDNEY MINES—A NEW COAL-SHIPPING PIER AT NORTH SYDNEY—BLAST FURNACE AT SYDNEY MINES—EXPANDING THE PRODUCTIVE CAPACITY OF THE MINES—NEW PITS BEING OPENED—OTHER IMPROVEMENTS INTRODUCED.



THE history of the Sydney mines since they were taken over by the General Mining Association in 1827 has been one of gradual and steady progress. Their development has ministered greatly to the successful growth of commercial prosperity in the island. To the General Mining Association belongs the honor of being the pioneer company to engage in coal mining, not only in Cape Breton, but in the whole of Canada. The company's original capital was £274,690 in fully paid up shares of £10.

Having obtained possession of all the coalfields in Cape Breton, the Association, after carefully ascertaining the quality and position of the various seams, decided to develop the Sydney main seam. In 1829 arrangements were made with the Provincial Government for a continuance of the Association's lease. In 1830 the work of opening up the selected seam commenced, and a shaft was sunk two hundred and fifty yards to the dip of the old workings, striking the seam two hundred feet below the surface. At the same time engines for raising coal and for pumping water were erected, work-shops and dwelling-houses built, and a

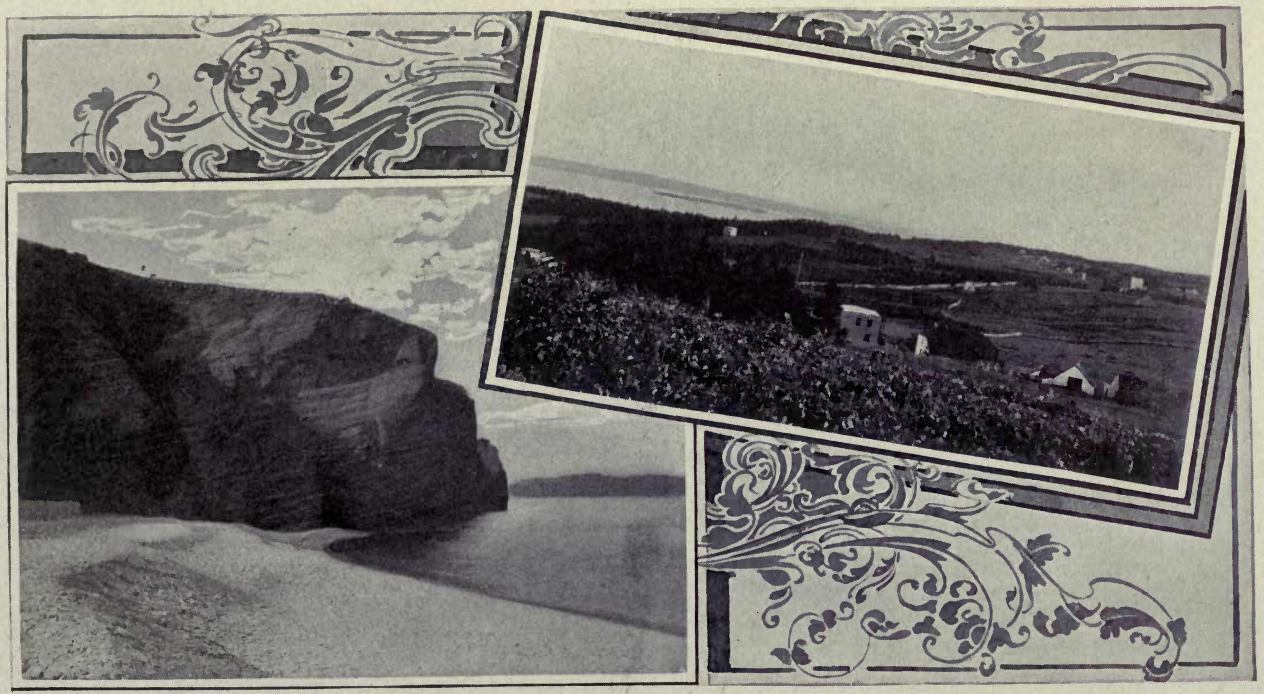


Scenes at the Works of the Nova Scotia Steel and Coal Company, Sydney Mines.

number of miners brought from the English colliery districts. As there was no foundry within eight hundred miles of the colliery, one was at once erected where the necessary repairs could be effected without delay. A light railway was also constructed to the old wharf, to take the place of horses and carts for hauling the coal to the vessels in which it was shipped. By 1834 the railway, three miles in length, from the mines to a shipping pier at North Sydney, was completed. Since then the work of shipment in vessels of large size has been carried on continuously from that port with great safety and success. In the same year another shaft four hundred feet further to the dip and three hundred and twenty feet in depth, was sunk.

In 1854 the third or Queen pit, four hundred feet in depth, and worked by more powerful pumping and winding engines, was brought into operation. The second pit, owing to a heavy influx of water, was abandoned. In the same year locomotives in place of horses were first used in hauling the coal to the shipping wharves. The Sydney coal rapidly acquired an excellent reputation, both for domestic and steam purposes. It is interesting to note that it was first used as a steam coal in Her Majesty's steam sloop, the "Dee," on her voyage from England to Quebec during the rebellion of 1838. In addition to their works at Sydney Mines the General Mining Association opened a colliery at Bridgeport in 1830 which, however, was closed in 1849, as was also one at Bras d'Or opened in 1833.

The year 1858 is a memorable one in the history of the Association, as it marked the surrender of the lease originally granted to the Duke of York and the granting of a new lease to the company by the Government of the Province of Nova Scotia. The arrangement is of considerable interest, as it marks the final and complete transfer of authority over the mineral wealth of the province from the Imperial Government to that of the Province of Nova Scotia. In 1849 the Crown had released to the Government of Nova Scotia all its interest in the minerals of the province on the understanding that the latter were to take over the payment of the colonial civil list; but by a singular mistake, no arrangement was entered upon by which the provincial authorities undertook to meet the various agreements and obligations then attached to the mines. For years a vigorous agitation was carried on in the Nova Scotia House of Assembly with a view to the repudiation of the Duke of York's lease which, it was asserted, created a monopoly in an article of vital importance for domestic and mechanical purposes, and tended greatly to retard the development of the resources of the province. In 1845 a resolution declaring the lease improvident and unconstitutional was passed, and steps were taken to ascertain from eminent leading authorities in England their opinion of its legality. The opinion proved unfavorable to the views of the Assembly. The British Government, moreover, intimated that they intended to uphold the rights of the Association. The agitation still went on; but in



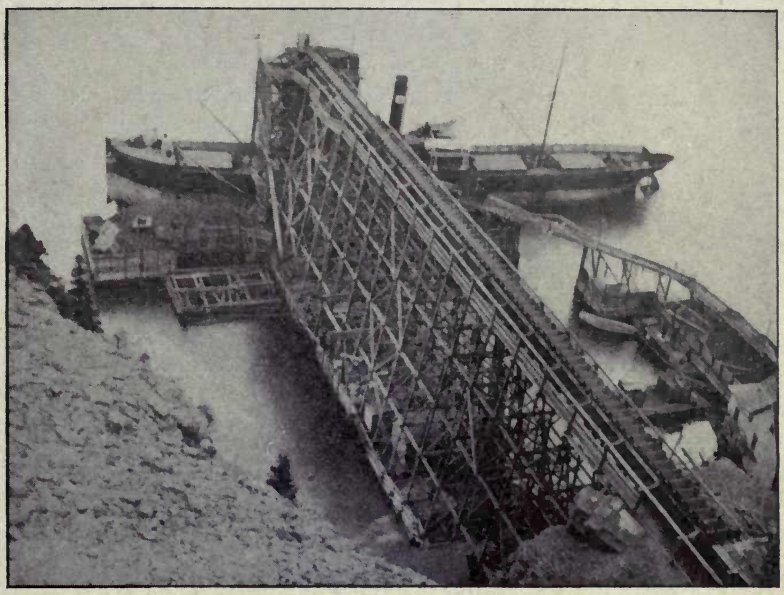
BELL ISLAND, NEWFOUNDLAND.

1852 the House, apparently realizing the uselessness of the struggle, passed a resolution authorizing the Governor-in-Council to negotiate with the General Mining Association as to the terms on which they would consent to surrender their claims to the as yet unworked minerals of the province. As there was at the time a lawsuit in the Chancery Court regarding the Duke of York's estate, nothing could be done. However, unlike the proverbial chancery suit, this was at length settled.

In 1857 Mr. Johnston, the Attorney-General of Nova Scotia, and Mr. Archibald, the leader of the Opposition, were appointed commissioners to proceed to England to confer with the directors of the company, with a view to the settlement of the controversy. Although the claims of the four interested parties, the Crown, the heirs of the Duke of York, the Province of Nova Scotia and the General Mining Association, had to be settled, the efforts of the commissioners were successful. The Crown, which would have been liable for damages to the Association had the Province of Nova Scotia refused to carry out the agreement of 1828, gave up all claim to £30,000, due as royalties from the estate of the Duke of York. During the chancery suit the unpaid profits due to the Duke of York's estate had been allowed to accumulate to the amount of £54,000. This, together with an additional sum of £46,000, the Association agreed to pay, providing no further claims to any portion of the profits were to be made. The Government of Nova Scotia agreed to abolish the annual fixed rent for the mines of £3,000, and the royalty on small coal; to make a considerable reduction in the royalty on coal sold; to undertake that no export duty would be charged on coal shipped abroad by the Association; and to confirm the Association in undisturbed possession of all mines opened during the remainder of the lease. The General Mining Association secured an exclusive right to coal areas in Cape Breton stretching from the Entrance of the Great Bras d'Or to Indian Head, to the Bridgeport areas, to the Albion mines in Pictou County, and the Joggins and Springhill areas in Cumberland. The Association undertook to relinquish all claims to any other mining or mineral areas. This agreement was ratified by the House of Assembly in the following year 1858.

Meanwhile the Reciprocity Treaty of 1858 had caused a greatly increased demand for Cape Breton coal in the United States. As a result of this fact and of the legislation of 1858 a number of other small collieries were started in the island. The General Mining Association also made a number of important improvements and greatly increased their output.

In 1865 the Association decided to open a new colliery near Lloyd's Cove, in order to work five square miles of submarine areas acquired in that year by lease from the Government. This is the site of the recent developments made by the Nova Scotia Steel and Coal Company, the successors of the G. M. A., as the Association was usually styled. However, considerable difficulty was expe-



NOVA SCOTIA STEEL AND COAL COMPANY'S SHIPPING PIER, BELL ISLAND, NEWFOUNDLAND.

NEW COAL SHIPPING PIER, NORTH SYDNEY—NOVA SCOTIA STEEL AND COAL COMPANY.

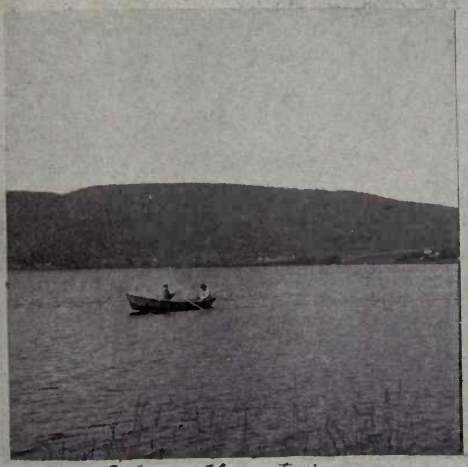
rienced from the water, and efforts were for a time abandoned. The chief pit at present in operation, known as the Princess Pit, was opened in 1876. It has a depth of six hundred and ninety feet. In addition to the collieries at Sydney Mines the Association operated a mine at Lingan from 1854 to 1886. In 1882 they opened the Victoria Mine at Low Point. In 1894 this was sold to the Dominion Coal Company, who closed it down.

In 1900 the General Mining Association, who had by this time disposed of all their mines and areas except those situated at Sydney Mines, sold their property to the Nova Scotia Steel Company for $1,500,000. The new company, now known as the Nova Scotia Steel and Coal Company, are making extensive developments which will be described further on. The Sydney Mines and Point Aconi areas are estimated to contain 155,000,000 tons of coal, the submarine areas another 66,000,000 tons. As only about 5,000,000 tons have been taken out since 1871 it is evident that there is ample room for development.

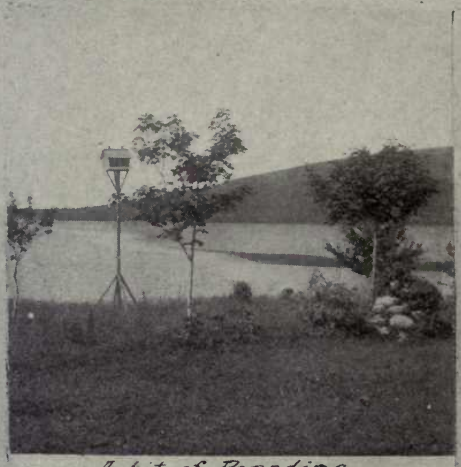
Since they first commenced operations in 1828 till they sold out in 1900, the General Mining Association had but two general managers, Mr. Richard Brown and his son, Mr. R. H. Brown, two honored names in the history of coal mining in Cape Breton. After many years of faithful and honorable service, Richard Brown retired to England in 1864, where he spent the remainder of his days. He was the author of two excellent works, "A History of the Island of Cape Breton" and "The Coalfields and Coal Trade of the Island of Cape Breton," written after his retirement, from material collected during his life in the island. These works, which are now both scarce and valuable, are the main authorities respecting the early history of the island and of the coal trade. Mr. R. H. Brown succeeded his father upon his retirement in 1864, and remained in charge of the mines until 1901, when he himself retired after thirty-seven years of faithful and successful service. The steady progress made at the Sydney mines can be best illustrated by the following figures, giving the annual sales of large coal for a number of years: 1828, $14,375; 1838, $38,628; 1839, $60,920; 1848, $70,417; 1857, $107,430; 1858, $93,398; 1868, $93,573; 1890, $182,294; 1896, $278,633; 1900, $243,086.

Before a description is given of the developments now being made by the Nova Scotia Steel and Coal Company at Sydney Mines and North Sydney, it is advisable that at least a brief account of the company's rapid growth from the smallest beginnings should be given. Although the early history of this company, or rather the parent company from which it sprang, does not belong to Cape Breton, its recent development has been so intimately connected with this island, that no apology for referring to it need be made.

Unlike Cape Breton's other great coal-mining company, the Nova Scotia Steel Company did not start upon an extensive scale, but in an exceedingly humble way.



Skye Mountain.



A bit of Paradise.

Headwaters of the Bay.

Grazing — Salt Mt.

Scenes at Whycocomagh.

Only thirty years ago the parent company began with the modest capital of $4,000. To-day it owns a very valuable iron mine at Bell Island, Newfoundland; a blast furnace, coal-washing and coking plant and a hundred and sixty acres of land at Ferrona, N. S., four steel making furnaces, forges and other plant and fifty acres of land at Trenton, N. S., and in Cape Breton coal mines and areas estimated to contain 220,000,000 tons of coal, extensive limestone and dolomite deposits, and 7,824 acres of land, besides shipping piers, coke ovens, and washing plant, and a blast furnace now in course of erection.

It was in 1872 that The Nova Scotia Forge Company was started by Mr. Graham Fraser in the town of New Glasgow. Owing to the rapid increase of the business and the difficulty of securing room for the needed extensions, the works were removed to Trenton in 1878. The work carried on during this early period was mainly confined to the manufacture of railway and marine forgings, the raw material for which consisted of wrought and scrap iron. But as steel was rapidly beginning to replace wrought iron for car axles and forge work generally, the management decided to embark in its manufacture from imported scrap steel and pig iron, and the Nova Scotia Steel Company, Limited, was organized in 1882 with a capital of $160,000. Upwards of a year was spent in construction, and the first steel ingots were cast in August of the following year.

Community of interests led to the amalgamation of these two companies, with a largely increased capital in 1889, as the Nova Scotia Steel and Forge Company, Limited. The newly created company soon decided that it was unwise to be dependent on foreign producers for scrap steel and pig iron. Accordingly a new organization, known as the New Glasgow Iron, Coal and Railway Company, was formed, with an authorized capital of $1,000,000. It acquired control over extensive iron and lime deposits, connected them by rail with Ferrona, and erected at that place a large blast furnace, a coal-washing and a coking plant. The first blast furnace at Ferrona was blown in on August 6th, 1892.

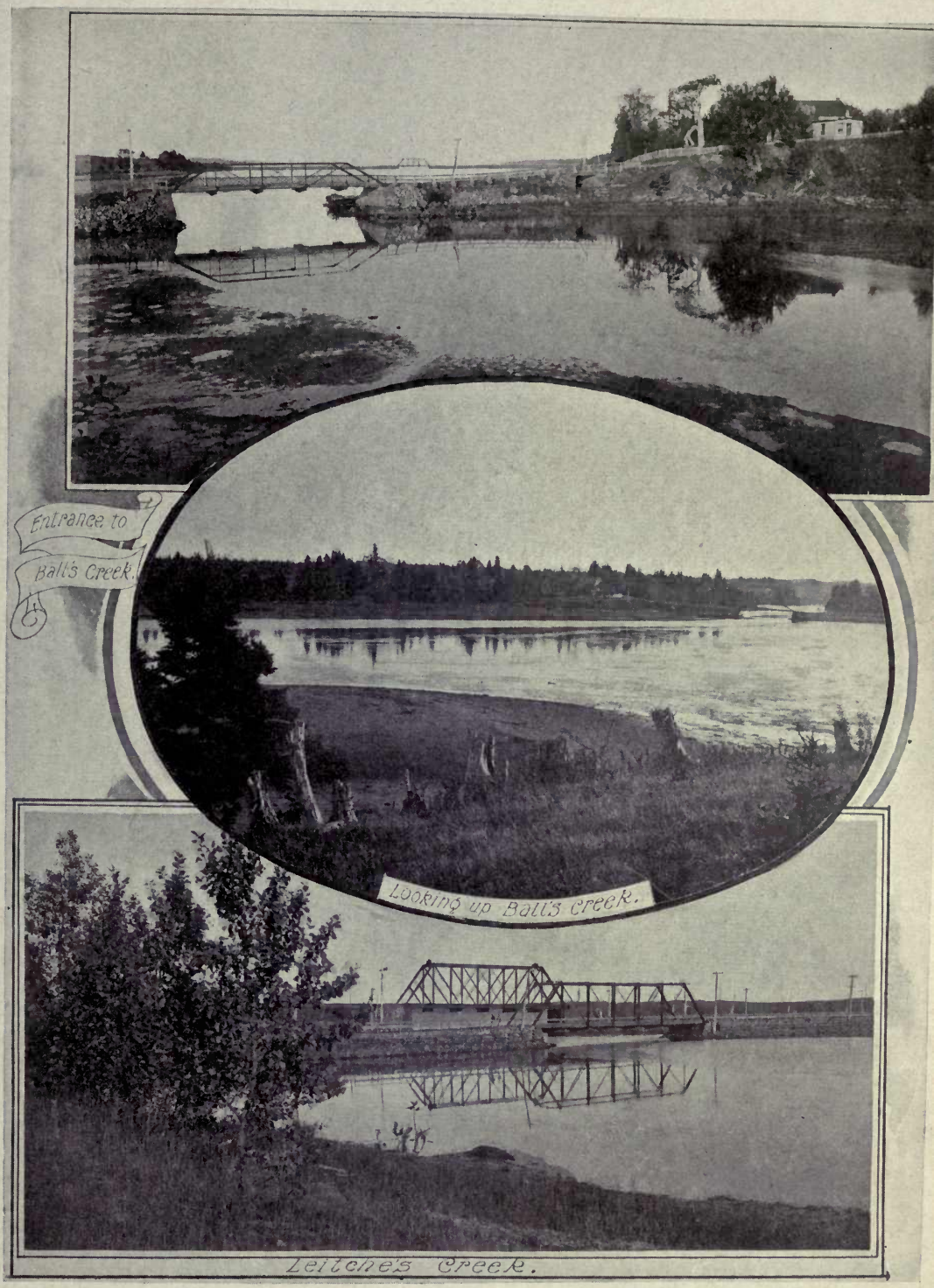
Again, in 1895, the interests of both these companies were purchased by a concern established for the purpose, under the title of the Nova Scotia Steel Company, Limited. The company acquired, for the modest sum of $120,000, the very extensive iron areas at Bell Island, Newfoundland. About $200,000 were expended in stripping and working part of the property, in erecting a pier on the southern shore of the island, and in constructing a tramway from the mine to the pier. From 1895 to 1899 the company mined about 200,000 tons of ore, most of which was sold in Germany and the United States, while the balance was used in the company's own furnaces at Ferrona. It was estimated that the areas contained at least 35,000,000 tons. Soon afterwards the company sold a large section of these to Mr. H. M. Whitney and his associates for the satisfactory figure of $1,000,000, retaining what they considered ample for any possible future needs of their own.

LAKES O' LAW.

The most important of the many advances made by this enterprising company was the purchase in 1900 of all the General Mining Association's property in Cape Breton. The two companies were at the time in an excellent financial condition, for according to the auditors the profits of the Nova Scotia Steel Company for the years 1898 and 1899, exclusive of the iron bounties, were over $400,000; those of the General Mining Association for the same period nearly $200,000. Upon the acquisition of the Sydney mines the company enlarged its name to the Nova Scotia Steel and Coal Company. It is an interesting fact that all its directors, with one exception, are Nova Scotians.

In the acquisition of the coal mines the company probably had two ends in view. The first was the supply of fuel for their works at Trenton and Ferrona. The second the establishment of blast furnaces and ultimately of steel furnaces in Cape Breton, where the product of their iron mine at Bell Island could be most profitably utilized. Accordingly, one of the company's first operations, after obtaining the coal mines, was to erect at Sydney Mines a thoroughly modern coal-washing and coking plant. The company has at different times experimented with nearly all of the various coals of Nova Scotia and Cape Breton, but has, it is said, found none so well adapted for the manufacture of coke as that of Sydney Mines. The buildings of the coal-washing plant are all made of structural steel and pressed bricks and have cement floors. The crushing house contains a shaking screen and one coarse and one fine crusher. The coal-washer is thirty feet by one hundred and forty feet, and contains rope-drive engine, steel-shaking screens, scraping conveyors, elevators, jigs and cement tanks. All the slate impurities are carried to a bin outside of the main building. The washed coal is also conveyed to a special bin where it is loaded into cars for shipment to the company's works at Ferrona.

The company's coke ovens are of the Bauer patent type, the latest invention in retort coke ovens. These ovens are now extensively used in Germany and Belgium; and it is said that the celebrated firm of the Krupps in Germany, after making exhaustive tests with all the best known types of ovens, found that the Bauer gave better results than any others. One of the important features of these ovens is that they work independently of each other. For example, 24-hour coke can be made in one, while another is manufacturing the 48-hour product. In addition to this, the by-product equipment can at any time be attached either to an individual oven, or to the whole battery, if deemed advisable. Another interesting feature of the coking plant is the coal stamping process, by which the coal is made ready for coking, thus doing away with all top filling and hand leveling. Recent tests in Europe have demonstrated the fact that a saving of over two hundred pounds of coke per ton of pig iron is effected by the use of the stamped process coke. In addition to the coal stamper, a coke-pushing machine of the latest design has been installed, by which the coke is conveyed from the



THE INTERCOLONIAL RAILWAY NEAR NORTH SYDNEY.

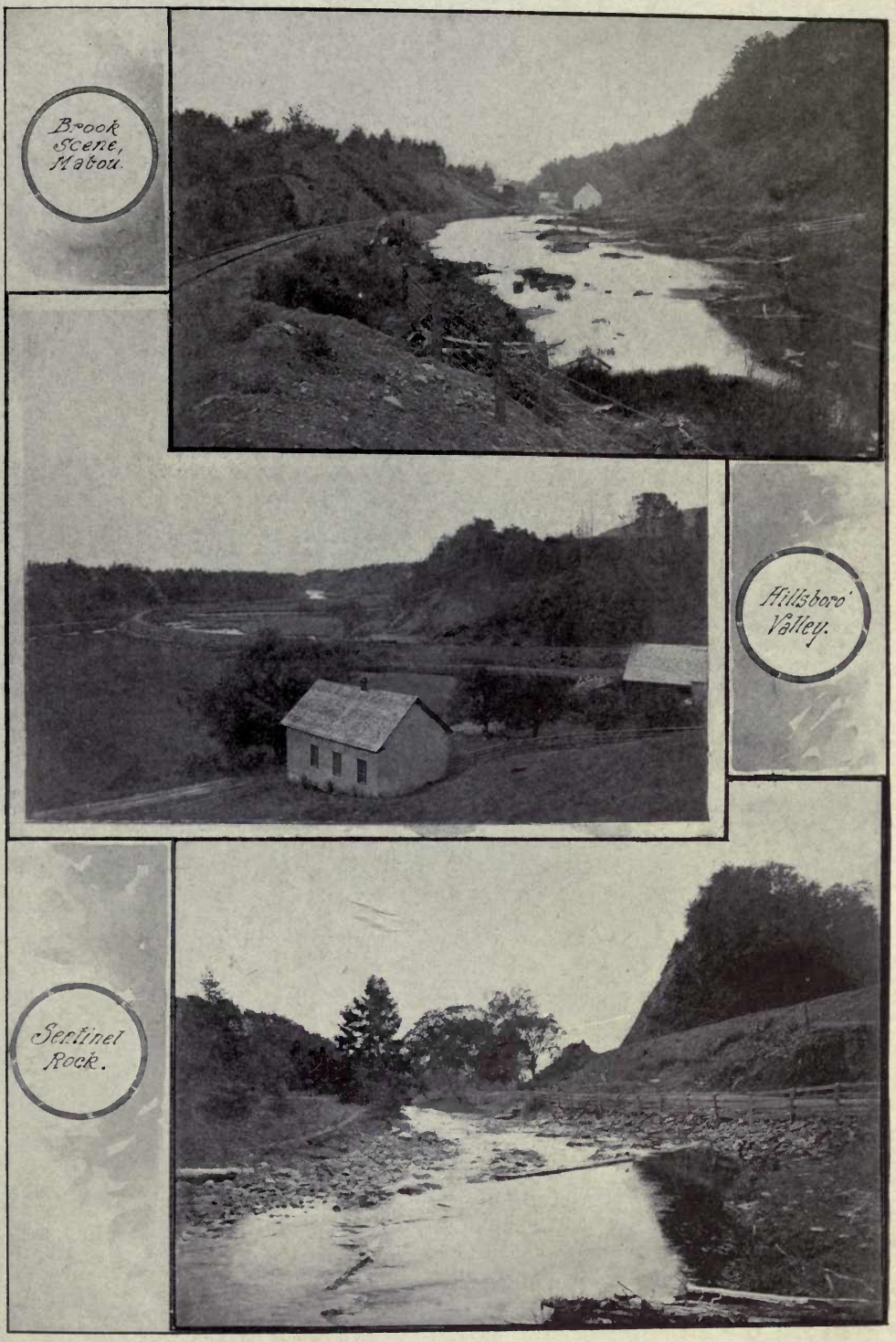
ovens to the coke yard where it is loaded on the cars. The excess gases from the coke ovens are passed through a large gas flue and utilized for steam making. The abolition of hand-fired boilers will, it is said, effect a saving of 20,000 tons of coal a year to the company.

During the year 1902 the company also erected a large coal shipping pier of the most modern type at North Sydney, which is to be still further extended, and will, when completed, be the largest in the island. It is provided with a large number of chutes, and vessels of all sizes, from the smallest schooner to the largest of ocean tramps, can be accommodated. It will also be provided with a pocket for the storage of coal, so that when necessary a vessel can be at once loaded and despatched.

Early in 1902 the company selected a site at Sydney Mines for the erection of a large blast furnace. The site has already been cleared, and the foundation of cement has been laid. As a result of the company's decision to locate their blast furnace at that point, the town of Sydney Mines is now experiencing a large measure of prosperity. The blast furnace will, it is reported, soon be followed by others, and eventually by a steel making plant. Meanwhile the company are now proceeding to erect an ore pier at North Sydney.

While these developments, pointing to the installation at no far distant date of a steel manufacturing plant, have been going on, the Nova Scotia Steel and Coal Company have also been directing their attention to expanding the productive capacity of their coal mines. The present annual output averages about 250,000 tons, but they hope in due time to quadruple this amount. A new mine has been opened at Lloyd's Cove and is known as Sydney No. 2. It is already producing coal, and in two years' time its productive capacity will be equal to that of Princess Pit, now styled Sydney No. 1. Besides these mines, a new pit is also being opened to the Sydney main seam, which is to be known as Sydney No. 3. Electric lighting has been introduced about the Princess Pit; about a mile of additional railway line has been constructed; the old Cornish pump at the pithead has been replaced by a modern force-pump; the fifty-pound rails on the railway have been replaced by eighty-pound rails; sixteen-ton coal cars are being substituted for the old six-ton cars, and seventy-five-ton locomotives are to replace the present forty and fifty-ton engines. The company now give employment to between eight and nine hundred persons.

Upon Mr. Richard H. Brown's retirement in 1901, Mr. T. J. Brown became general manager at Sydney Mines, Mr. J. D. Fraser having charge of the coke ovens. In the spring of 1902 Mr. T. J. Brown became the company's general superintendent, and was succeeded at Sydney Mines by Mr. John Johnson, at the time manager of the Port Hood colliery. The methods of the Nova Scotia Steel and Coal Company, although identified with Cape Breton for but a brief period, have been those of gradual but solid improvement.



Scenes on the Inverness and Richmond Railway.

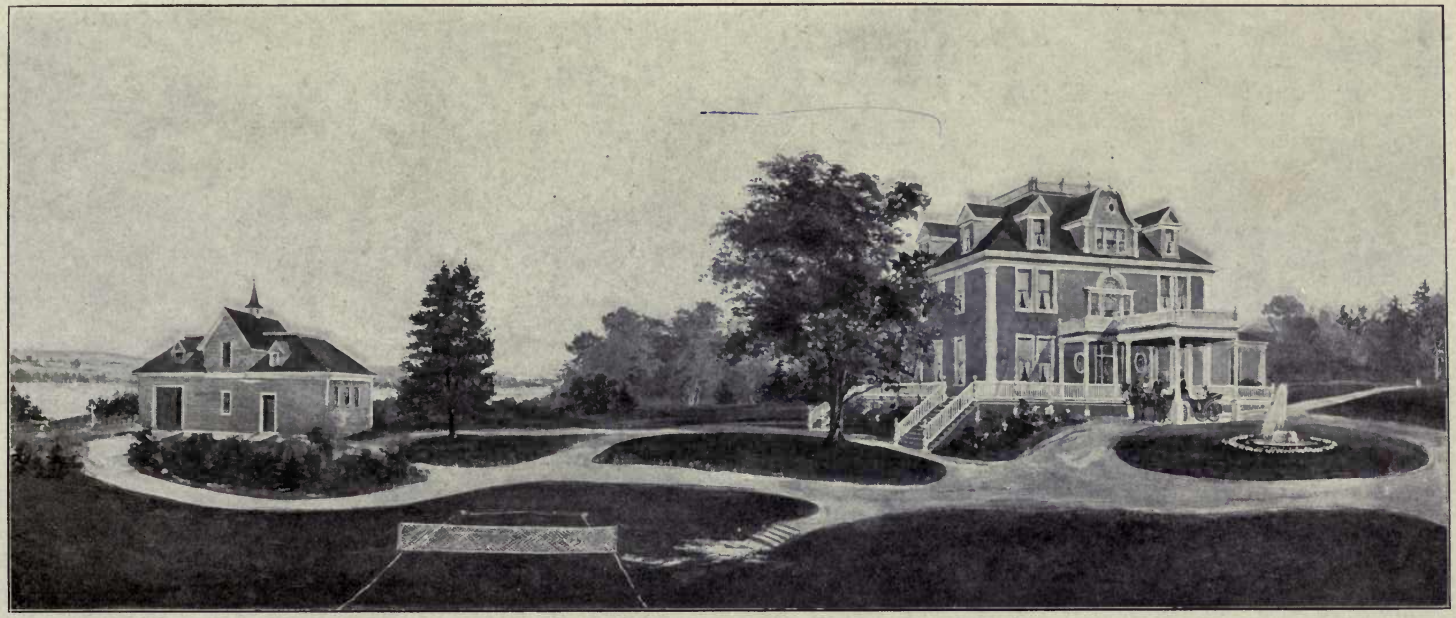
CHAPTER XXI.

EVOLUTION AND PROGRESS OF THE DOMINION COAL COMPANY.

AGITATION AGAINST THE MONOPOLY ENJOYED BY THE GENERAL MINING ASSOCIATION—COALFIELDS OF THE PROVINCE, WITH CERTAIN RESERVATIONS, OPENED TO EXPLORATION—NUMEROUS SMALL COLLIERIES OPENED IN CAPE BRETON—SOUTH HEAD COLLIERY—GOWRIE MINE—BLOCKHOUSE MINE—WORK OF THE CALEDONIA COMPANY—GLACE BAY AREAS—BRIDGEPORT MINE—VICTORIA MINE—GRADUAL INCREASE IN COAL PRODUCTION—DECREASE IN THE NUMBER OF MINES—CONSOLIDATION OF THE EXISTING COMPANIES PROPOSED—PROVINCIAL LEGISLATION AFFECTING COAL AREAS AMENDED IN 1892—EFFORTS OF MR. H. M. WHITNEY—LONG LEASES GRANTED—INCORPORATION OF THE DOMINION COAL COMPANY, FEBRUARY 12, 1893—FIRST BOARD OF DIRECTORS—COAL MINES AND AREAS ACQUIRED BY THE NEW COMPANY—CONDITION OF THE MINES AT THE TIME—ADVANTAGES OF AMALGAMATION AS POINTED OUT BY MR. JOHN RUTHERFORD, THE WELL-KNOWN COAL MINING EXPERT—NEWLY ORGANIZED COMPANY AT ONCE UNDERTAKE A LARGE EXPENDITURE—IMPROVEMENTS INTRODUCED—COAL-CUTTING MACHINES AND AIR COMPRESSORS INSTALLED—ENDLESS HAULAGE SYSTEM—IMPROVEMENT IN HOISTING FACILITIES—SYSTEM OF WORKING—IMPROVEMENTS LEAD TO GREATLY INCREASED OUTPUT—AMOUNT OF COAL RAISED EACH YEAR SINCE THE FORMATION OF THE COMPANY—SIX COLLIERIES IN OPERATION—CALEDONIA—DOMINION NO. 3—DOMINION NO. 2—DOMINION NO. 1—INTERNATIONAL—RESERVE—ANALYSIS OF DOMINION COAL FOR STEAM AND GAS-MAKING PURPOSES—CONSTRUCTION OF THE SYDNEY AND LOUISBURG RAILWAY—COMPANY'S PIERS AT SYDNEY AND LOUISBURG—BLACK DIAMOND LINE OF STEAMERS—COAL-DISCHARGING TOWERS AT MONTREAL—COMPANY'S GENERAL MANAGERS—INFLUENCE OF THE COMPANY ON CAPE BRETON'S INDUSTRIAL DEVELOPMENT—ADVANTAGES ENJOYED BY THE DOMINION COAL COMPANY.

ITH the exception of the valuable areas on the northern side of Sydney Harbor, held by the Nova Scotia Steel and Coal Company, and a few other areas, the whole of the enormous and valuable Sydney coalfield is controlled by the Dominion Coal Company. As this was not always the case, a brief outline of the coming and growth of this important company will be interesting.

In the early part of the nineteenth century, the General Mining Association, an English company, enjoyed a monopoly of coal mining in Nova Scotia and Cape Breton, by right of purchase from the Duke of York, to whom all the minerals had been granted. From 1827 to 1830 the only coal mine operated by them in Cape Breton was that at Sydney Mines. In 1830 and afterwards, a small quantity was raised at Bridgeport, and from 1833 to 1853 a few tons were mined yearly at Bras d'Or and Lingan. In 1845, as mentioned in a preceding chapter, a vigorous agitation was commenced against the monopoly of this company. It resulted finally in an agreement being reached between the Government of Nova Scotia and the company, by which, with the exception of certain reserva-

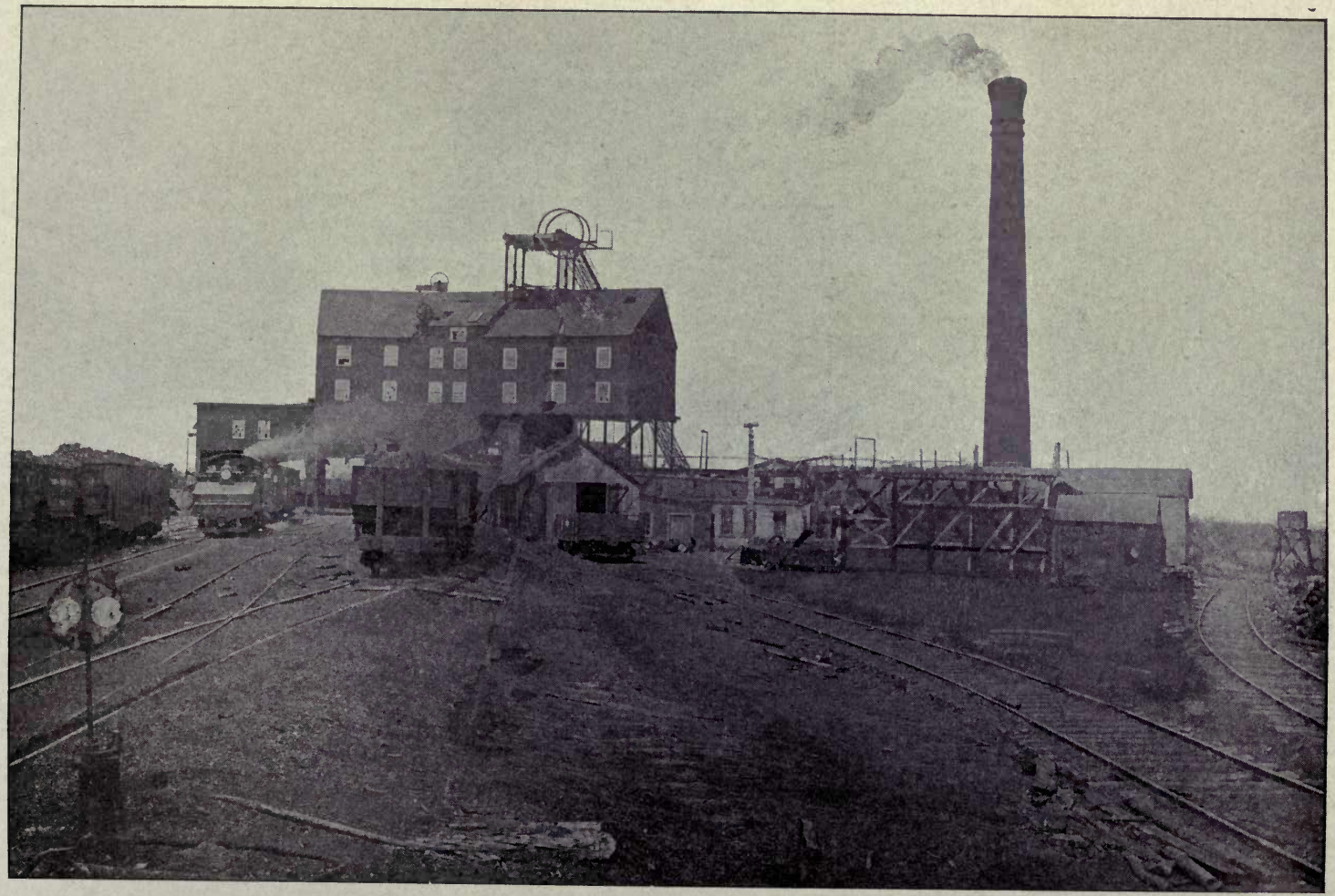


"Grenewold," Residence of Cornelius Shields, Sydney.

tions to the company, the coalfields of the province were opened to exploration. As a result of the Act of 1858 private exploration for coal received an enormous impetus; and between that year and 1870 no fewer than twenty-one small collieries were opened up in the island of Cape Breton. The best known of these were South Head, Gowrie, Blockhouse, Caledonia, Glace Bay, International and Victoria, all in Cape Breton County; New Campbelton in Victoria, and Broad Cove, Mabou and Port Hood in Inverness.

Most of the new mines opened in the Sydney coalfield were operated to a very limited extent. The South Head colliery, situated at the end of the narrow promontory between Mira and Cow Bays, was opened in 1863 by means of a level driven from the eastern shore of the latter bay. The output of this mine averaged about 1,200 tons a year. The Gowrie Mines, on the west side of Cow Bay, were leased by Archibald & Co., of North Sydney, in 1861, and an old French working in the McAulay seam near the shore was opened. In 1864 a pit was sunk at some distance from the shore, followed soon after by another pit, with a capacity of three hundred tons a day. The coal was conveyed to the wharf by a system of endless haulage over a short incline railway. For some years the output averaged 35,000 tons. The Blockhouse Mine areas at Cow Bay were first leased to Mr. Marshall Bourinot, of Sydney, in 1859, who, four years later, sold out to a New York company. It was first opened by driving a level through some old workings into the solid coal, and a pit was sunk near the shore. A wharf, eight hundred feet in length, was erected for shipment. For the first ten years the annual average shipments were 47,000 tons.

Operations were commenced in the areas formerly owned by the Caledonia Company in 1865, by sinking a shaft to the Phalen seam. The coal was carried by a railway, two miles in length, to Port Caledonia on the eastern side of Glace Bay Pond, where an artificial harbor was constructed. By 1868 the colliery was in full working order and the shipments averaged 20,000 tons. The Glace Bay areas were first leased by Mr. E. P. Archbold, of Sydney, in 1858. The Hub seam was opened by driving a slope and the Harbor seam by sinking a shaft. In 1861 Mr. Archbold transferred the lease to the G'ace Bay Mining Company. Previous to this the coal was taken off in small boats to vessels in the bay, but the company soon constructed an artificial harbor at the head of Little Glace Bay by dredging, and built a railway from the wharves to the Hub pit. The company's sales averaged 35,000 tons a year. Most of this coal was shipped to Boston and New York, and prior to the abrogation of the Reciprocity Treaty the price obtained was so good that a dividend of forty per cent. was paid to the shareholders. The Bridgeport areas were first taken up in 1858 by Messrs. Cadougan and McLeod who, in 1863, sold to the International Coal Company. At first the coal was taken off in scows to vessels anchored in the bay. In 1870 the company completed a railway to Sydney, at which port they constructed a wharf



Caledonia Colliery—Dominion Coal Company.

a thousand feet long, provided with berths for large-sized vessels. Most of the coal was used in the United States for the manufacture of gas. The Victoria Mine was first opened in 1865, the coal being conveyed by rail and shipped at a wharf at South Bar, Sydney Harbor.

The abrogation of the Reciprocity Treaty in 1867 led to a considerable falling off in the coal trade with the United States. By 1875 the annual production of coal in Nova Scotia had increased by only 68,591 tons over 1865. In 1885 the output for Nova Scotia had gone up to 1,352,203 tons, an increase of seventy-three per cent. over 1875. By this time the mines operated in Cape Breton had decreased to thirteen in number. In 1890 the total product for the province stood at nearly 2,000,000 tons, the output of three mines in Cumberland County, four in Pictou, and ten in Cape Breton. The reasons which led to the abandonment of different mines were various: sometimes bad management, at others a lack of railway and shipping facilities, and yet again a too rapid development compared with the requirements of the coal trade.

From 1858 to 1890 the Provincial Government of Nova Scotia received a royalty of seven and one-half cents a ton; and legislation existed which effectually prevented any large company from controlling the bulk of the coal areas. In 1891 the royalty was raised to ten cents a ton.

The year 1892 marks the inauguration of the new era in the coal trade of Cape Breton. It was at this time that the great advantages which would arise upon the general consolidation of all the small coal-mining companies operating in the Sydney coalfield was set forth. The plan was enthusiastically endorsed by B. F. Pearson, Esq., of Halifax. It was presented by him to Mr. H. M. Whitney, of Boston, by whom it was successfully consummated, and it is to his genius more than to that of any other individual that Cape Breton's present industrial prosperity is due. The Provincial Legislature, as a result of the efforts of Premier Fielding, in 1892 wisely amended the laws relating to coal areas so as to make the consolidation of the existing companies possible. In 1893 Mr. Whitney applied for a charter for the Dominion Coal Company, a syndicate of American and Canadian capitalists.

The local government was asked to accept the surrender of the leases of the various companies which the new corporation proposed to acquire, and to grant new leases to the new company, which should be for a longer period than had hitherto been the rule. A subsidy of $3,200 a mile was also asked to aid in the construction of a railway connecting all the mines with Sydney and Louisburg harbors. Mr. Whitney also objected to the royalty system, preferring to purchase outright. The Government, however, declined this portion of his request, and finally agreed upon a royalty of twelve and one-half cents for longer leases, coupled by a guarantee on their part that there should be no increase in the royalty; and on the part of the company, that a minimum annual royalty should

DOMINION No. 3 COLLIERY—DOMINION COAL COMPANY.

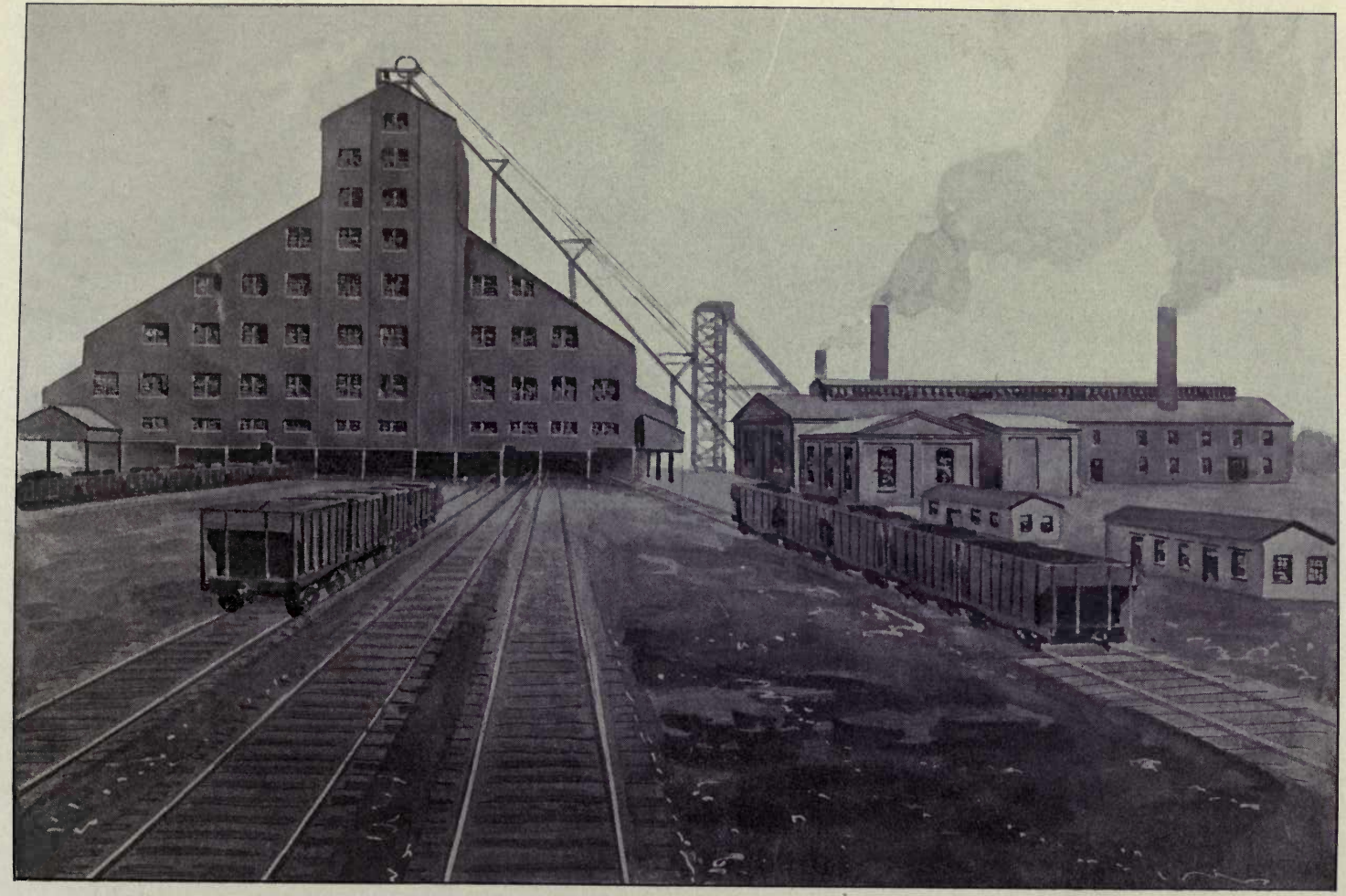
be paid on at least as many tons as were sold in 1891 by all the mines to be included in the new company. Leases for ninety-nine years, renewable at the expiration of that period for another twenty years, were accordingly granted upon these terms. To avoid any possibility of a monopoly similar to that formerly enjoyed by the General Mining Association, a clause was inserted in the charter confining the operations of the new company to the county of Cape Breton.

The Dominion Coal Company, as the new concern was called, was incorporated by Act of the Legislature of Nova Scotia, February 1st, 1893, with an authorized capital of $18,000,000. They issued $16,500,000 stock, of which $15,000,000 was common, the balance preferred. The company was duly organized on February 16th of the same year, with the following Board of Directors: Henry M. Whitney, President, Boston; Sir Donald A. Smith, Montreal; Henry F. Dimock, New York; Hugh McLennan, Montreal; F. S. Pearson, Boston; W. C. Van Horne, Montreal; Robert Winsor, Boston; W. B. Ross, Q.C., Halifax; Alfred Winsor, Boston.

By March 1st, 1894, the company had acquired and paid for in full some seventy square miles of coal areas, previously held under option. These included the following collieries: "Caledonia," formerly the property of the Caledonia Coal and Railway Company; "International," formerly owned by the International Coal Company; "Gardiner," formerly owned by Burchell Bros., Sydney; "Glace Bay," formerly owned by the Glace Bay Mining Company; "Old Bridgeport," formerly owned by the International Coal Company; "Reserve," formerly owned by the Sydney and Louisburg Coal and Railway Company; "Gowrie," formerly owned by the Gowrie Coal Mining Company, and "Victoria," formerly owned by the Low Point, Barrasois and Lingan Mining Company. David McKeen, M.P. (now Senator McKeen), was the company's first resident manager.

The general condition of the mines involved at the time can be gathered from the directors' first report (December 31st, 1893), which was an eminently satisfactory one. The total quantity of coal mined was 834,019 tons, exclusive of the output of the Victoria colliery, which was not taken over until the following year. This showed an increase of 90,000 tons over the output of the same mines during the preceding year. The following figures show the number of men employed at each colliery: Caledonia, 404; Glace Bay, 343; International, 247; Gowrie, 350; Reserve, 347; Old Bridgeport, 165. During the first year's operations, $150,000 were expended for discharging plants and mining machinery, $100,000 for tugs and barges, and $20,000 on the railroad.

It may be interesting to note that a number of well-known Cape Breton mining men occupied positions at that time in the various collieries. John Johnson, now manager at Sydney Mines, was superintendent at the International. T. J. Brown, now the general superintendent of the Nova Scotia Steel and Coal



DOMINION NO. 2 COLLIERY—DOMINION COAL COMPANY.

Company, was superintendent at the Victoria. Robert Robson, now assistant manager at Sidney Mines, was superintendent at Old Bridgeport. J. G. S. Hudson was superintendent at Caledonia.

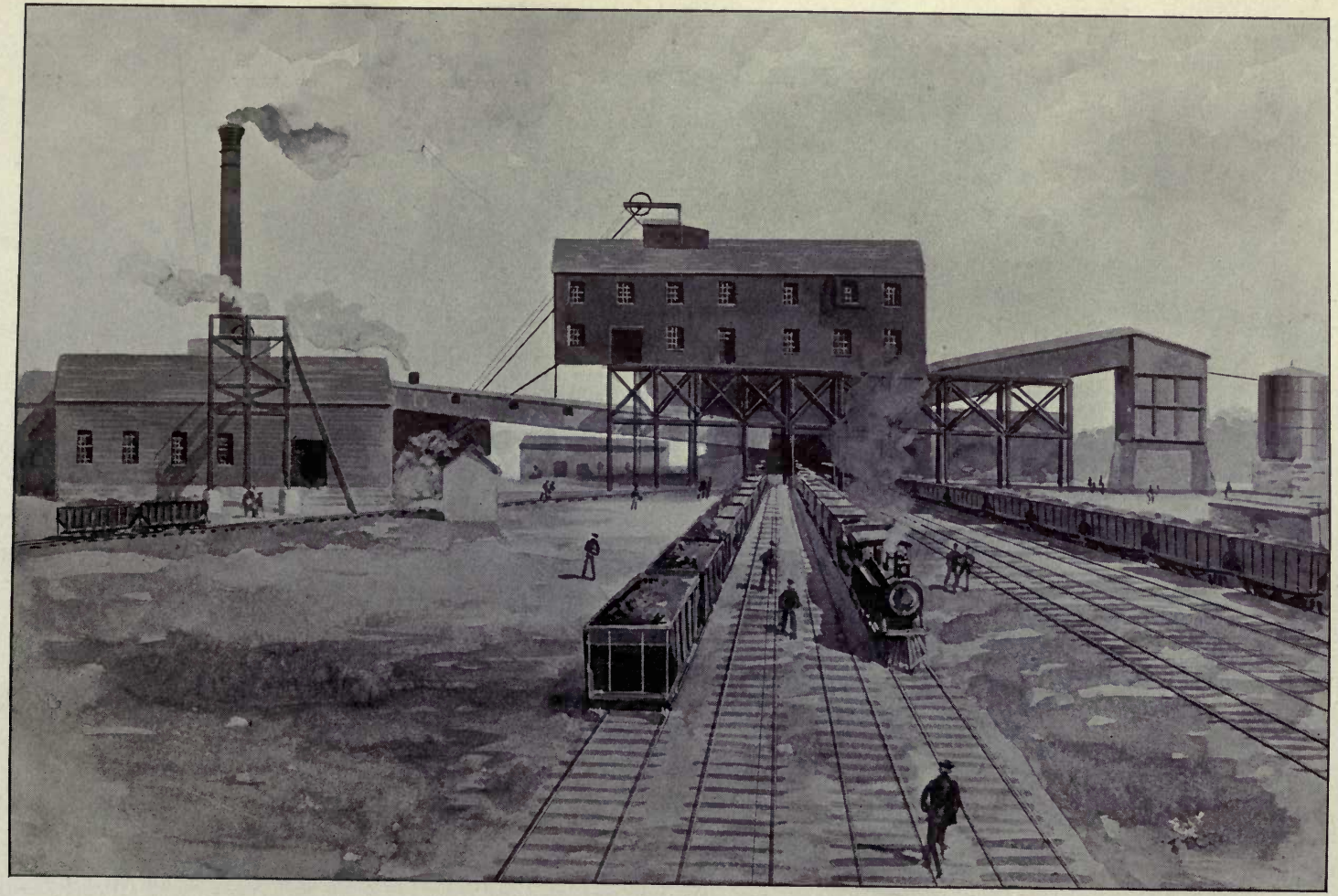
In 1894 Mr. John Rutherford, a well-known Nova Scotian coal-mining expert, wrote of the newly-formed company: "Of the advantage to be gained by a concentration of managerial control, and the selection of those mining establishments for active operation which are most suitable in nearly all respects, there can be no doubt. Moreover, the avoidance to a very large extent of unreasonable competition as regards selling prices, is also a very important gain in an arrangement of this kind.

"A powerful corporation, such as the Dominion Coal Company, will no doubt be able to effect changes in the general operations that will largely contribute to their success. The application of coal-cutting machines and of improved machinery generally will aid in reducing the cost of production, and the work of transportation by sea, which has already been brought into operation, together with the greatly increased facility for unloading the vessel at the port of discharge, cannot fail to materially assist in the realization of a profitable investment." In what way these prophetic words have found ample fulfillment, the following pages will indicate.

When the Dominion Coal Company was organized in 1893, the directors at once recognized that a large outlay of capital must be made if the undertaking was to prove a success. The first requisite was a greatly increased market. To obtain this it was necessary that the cost of production and transportation should be reduced to a minimum. Accordingly a large expenditure was at once undertaken. The improvements introduced included the opening of Dominion No. 1 shaft to the Phalen seam; the equipment of the mines with the most approved type of machinery; the extension of the railway from Bridgeport to Louisburg; and extensive improvements in shipping facilities.

The improvements made at the mines themselves consisted of a great addition to the mechanical appliances required for cutting, hauling, hoisting and screening the coal. Now-a-days coal to be cheaply produced must be cut by machinery. Air compressors of the best type, and coal-cutting machines, principally of the percussion variety, were accordingly installed in the various mines. In earlier days all the underground haulage was done by horses, but to-day the endless haulage system is in use. Great improvements were also effected in the hoisting arrangements. As a result of these improved methods in handling the coal, it is now shipped in far better condition than ever before. The system of working pursued is that known as the "pillar and room."

As a result of the adoption of these new methods, the Dominion Coal Company from 1893 to 1900 mined 8,687,136 tons, on which the royalty paid was



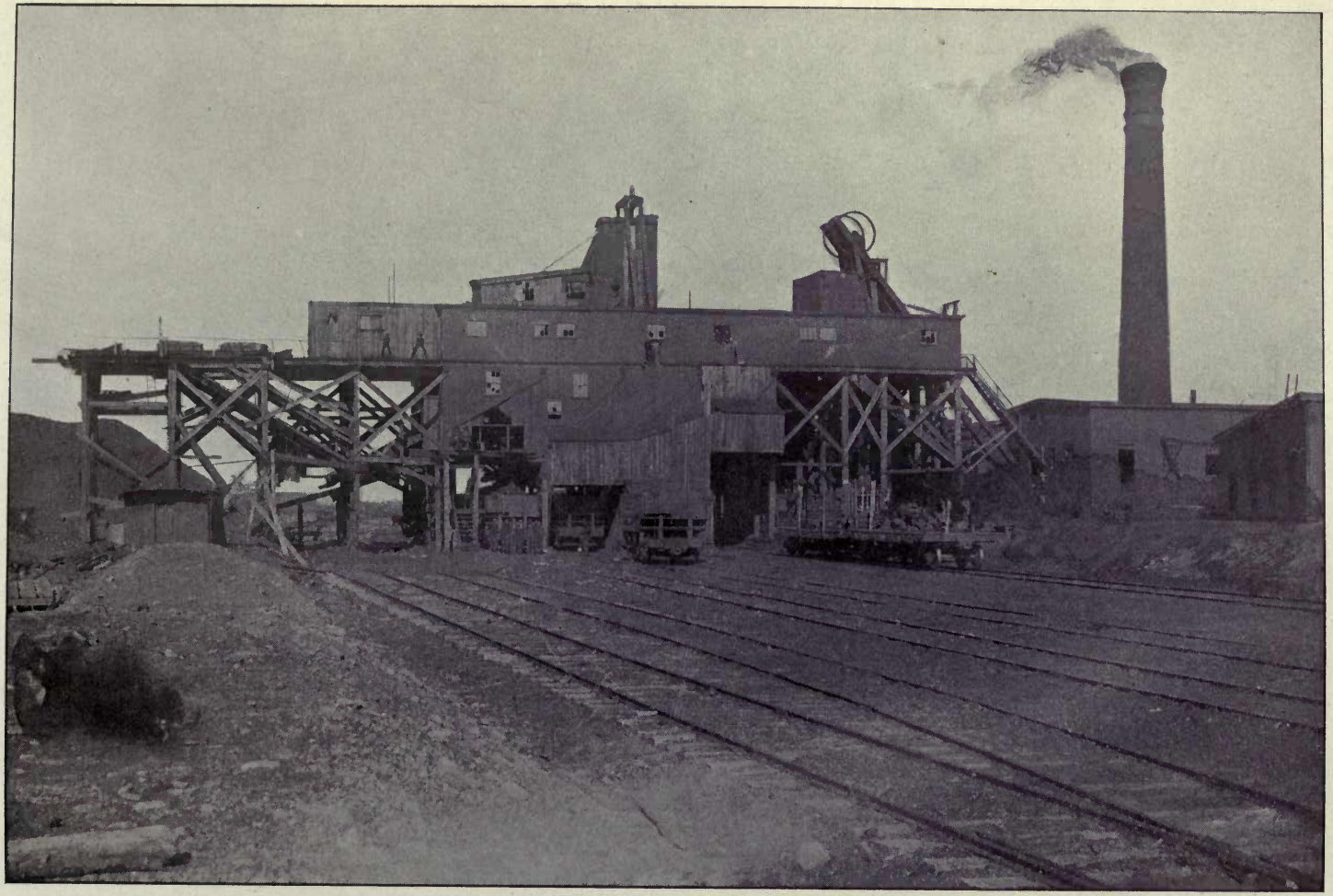
DOMINION NO. 1 COLLIERY—DOMINION COAL COMPANY.

$1,085,890. During the same period all the other companies operating in Nova Scotia mined 10,015,455 tons, an amount very slightly in excess of that raised by the Cape Breton concern alone. In 1900 the total amount of coal raised by the company was 1,999,980 tons. For 1901 it was 2,651,783, an increase of 651,803 tons over the previous year. This amount was the product of the following four collieries: Dominion No. 1, 651,545 tons; Caledonia, 640,688 tons; Reserve, 730,378 tons; International, 208,234 tons. The output for the twelve calendar months of 1902 was 3,174,227 tons, the product of six collieries, as follows: Dominion No. 1, 697,241; Dominion No. 2, 377,340; Dominion No. 3, 397,593; Caledonia, 689,232; Reserve, 801,945; International, 210,876. The following figures show the steady increase in production since the inception of the Company:

Year	*Amount Raised*	*Year*	*Amount Raised*
1894	988,170 tons	1899	1,664,002 tons
1895	874,431 "	1900	1,999,980 "
1896	1,152,802 "	1901	2,651,783 "
1897	1,221,471 "	1902	3,174,227 "
1898	1,295,543 "		

For the year ending September, 1901, the total number of persons employed by the company, including skilled and unskilled, both above and below ground, was 3,475. During the years 1901-1902 a number of improvements have been introduced into the six collieries at present operated by the company. Three of these, Caledonia, Dominion No. 2 and Dominion No. 3, form a group within the limits of the town of Glace Bay. The other three, Dominion No. 1, International and Reserve, form a second group, lying between two or three miles from Glace Bay on the Sydney side and within close access to the line of the Sydney and Louisburg Railway. The six collieries all fall within a radius of three miles of Glace Bay.

The Caledonia Colliery, which is on the south side of the little stream that flows into Glace Bay Harbor, and little more than a mile from the centre of the town, is one of the oldest collieries now operated by the company, having been first opened some thirty-eight years ago. The coal is obtained from the famous Phalen seam, which is about eight feet thick with a dip of one foot in fourteen. The shaft is down one hundred and eighty-five feet, and the two slopes from the crop are over twelve hundred feet in length. The coal is cut partly by hand and partly by the puncher type of coal-cutting machines, of which no less than forty-four are in use. Two Rand air compressors are employed, and there is a spare Ingersoll compressor. A new dynamo has recently been installed, which gives excellent electric lighting upon the surface, and for some distance at the pit bottom, the bankhead is of steel, the cages in use are of the self-dumping variety, and the coal is conveyed by picking belts to the cars. Ventilation is provided by two Murphy and one Dixon fan, one fan always being kept in reserve for an



INTERNATIONAL COLLIERY—DOMINION COAL COMPANY.

emergency. The endless wire rope system of haulage is employed. The motive power for the various engines is supplied by five Babcock and Wilcox boilers of 212 H.P. each. During a day of twenty-four hours of work, from 2,500 to 3,300 tons of coal are raised. For haulage in the pit one hundred horses are used. The number of men employed above and below ground at this colliery is nine hundred and fifty. The company own one hundred and fifty houses in the immediate vicinity which are used as miners' residences.

Dominion No. 3 is about two miles from Caledonia. It also taps the Phalen seam and was opened by the company in 1900. The main slope is 4,000 feet in length. About six hundred men are employed above and below ground, and the average output of coal is 1,800 tons per day of twenty-four hours. With the exception of a very limited quantity, all the coal is cut by the thirty-two machines in use. The air compressor is a Walker, and power is supplied by six Babcock and Wilcox boilers. The coal raised is hauled by an endless rope system overground a distance of three-quarters of a mile to the bankhead at Dominion No. 4, a colliery in which a slope was sunk a distance of 1,600 feet to the Emery seam, but which is now closed. Just below the bankhead a large dam has been constructed to provide the necessary water for Caledonia and No. 3. The company own eighty-six modern, well-built miners' houses in connection with No. 3. and No. 4, which form in themselves a considerable settlement.

Dominion No. 2, which is about a mile distant from Glace Bay Station, but on the opposite side from Caledonia and No. 3, and quite close to the Marconi towers at Table Head, is at once the newest and the most important of the company's collieries. The shaft was commenced on April 29th, 1899, and the Harbor seam of six feet was struck the following October at a depth of four hundred and five feet. Work was still pushed on vigorously and a second seam, the Phalen, was struck on June 29th, 1901, at a depth of eight hundred and fifty feet. The mine is provided with two shafts, the main and the air shaft, from both of which coal is at present being raised. The main shaft is thirty-eight by eleven feet, and it is asserted that it is the largest coal shaft on the American continent. After striking the Harbor seam the main shaft is narrowed down to twenty-one by eleven feet. The air shaft, which is twenty-seven by eleven feet, strikes the Harbor seam at a distance of four hundred and seventeen feet, and is then continued for a further distance of four hundred and fifty-nine feet to the Phalen seam. All the coal is cut by machines, of which forty-four are at present in use. The output at this new mine was increased in less than six months to 1,200 tons a day, although for four out of these six months the coal had to be hoisted in buckets through a nine hundred feet shaft. The output at present is about 3,000 tons every twenty-four hours. It is eventually to have the enormous output of 6,000 tons a day. Bankheads of steel of the strongest possible construction have

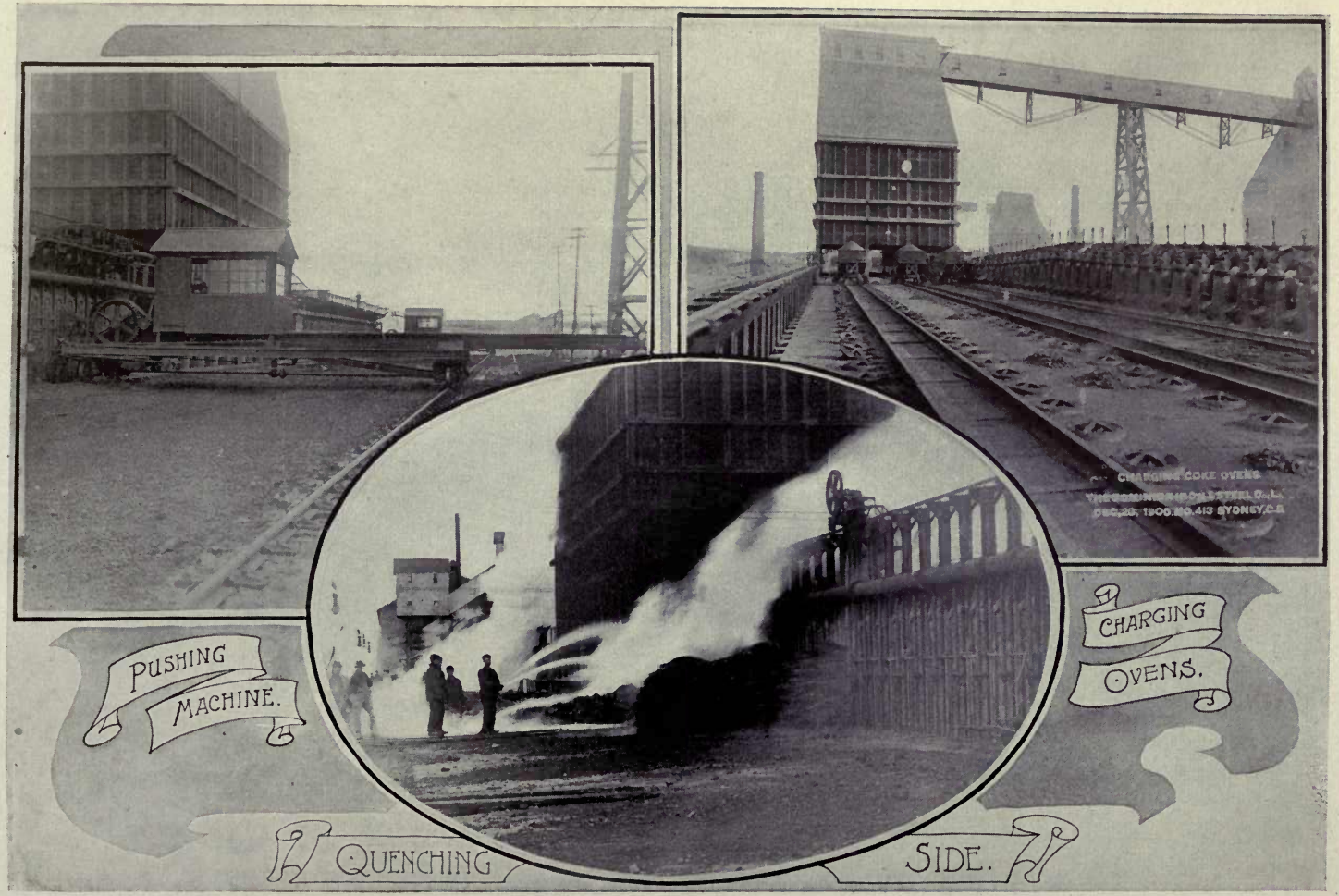
Reserve Colliery—Dominion Coal Company.

been erected, and all the machinery is in keeping with the immensity of the undertaking. The two hoisting engines have a lifting capacity of 4,000 tons of coal nine hundred feet in ten hours, the capacity of the air compressors is 6,000 cubic feet of free air to the pressure of eighty pounds to the square inch, and the ventilating fans have a capacity of 350,000 cubic feet a minute. A network of railways is to connect all parts of the mine with the pit bottom, which is lighted with electricity. The total number of men employed above and below ground is about nineteen hundred. For their accommodation the company have erected a large number of comfortable residences. Dominion No. 2 can be described as an ideal modern mining settlement.

Dominion No. 1 as its name implies was the first of the new mines opened up by the Dominion Coal Company. The shaft was commenced in 1893 and the mine opened in the following year. The shaft is one hundred and fifty-seven feet, and the furthest "deep" from the shaft is 6,000 feet in length. A good average output per day of twenty-four hours for this mine is 3,000 tons, a thousand men being employed. The company own here one hundred and fifty-two dwellings. In some cases miners own their own houses. All the cutting is done by machines, of which there are forty-one, supplied by three Ingersoll compressors. There is an electric motor for hauling coal in the pit. The pit bottom is lighted with electricity at the principal landings. This colliery has a bankhead of steel fitted with screens of the shaking and knocking type and a picking table, cages self-dumping, two Babcock and Wilcox boilers of 318 H.P., and five of 212 H.P., two Murphy fans of eight and twelve feet diameter respectively; and a Dixon of sixteen feet diameter is under construction. This colliery is situated close to the line of the Sydney and Louisburg Railway, about two miles and a half from Glace Bay.

The International mine, one of the oldest collieries now worked, is at Bridgeport, about a mile from Dominion No. 1 in the direction of Glace Bay, and, like it, immediately adjoins the railway. The present shaft, which is ninety feet deep, was opened as far back as 1872, and the coal is obtained from the Harbor seam, which is six feet in thickness. Mining is carried on altogether by hand pick work, about 1,000 tons being raised per day. There are four hundred names on the pay roll, and the company own here ninety-six houses. There is a wooden bankhead with transfer truck for mine cars. Ventilation is provided by a Guibal fan, and motive power by two Babcock and Wilcox and two Lancashire boilers. Haulage is by the endless rope system. Fifty-five horses are employed in the pit.

The Reserve Colliery, another old mine which has been worked continuously by the Dominion Coal Company since they acquired it, is situated about three miles from Dominion No. 1. Coal is obtained from the Phalen seam, and mining is carried on partly by the punching machines and partly by hand.



THE COKE OVENS—DOMINION IRON AND STEEL COMPANY.

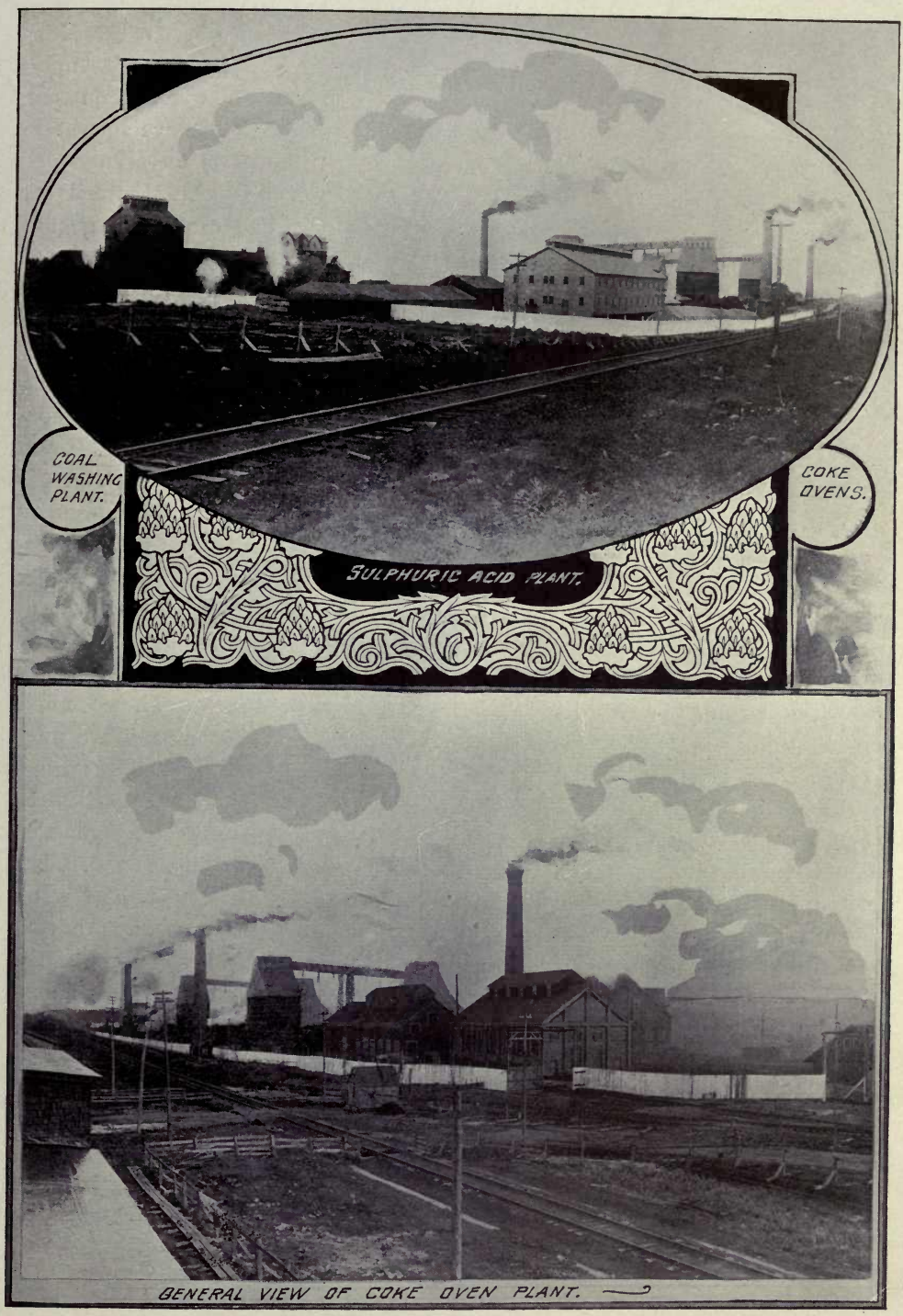
The main slope is 7,000, the French slope 6,000, and the east nearly 3,000 feet long. The output of this mine has been as high as 4,000 tons in twenty-four hours. Two new Rand air compressors have recently been erected, and a new twenty-four feet Guibal fan near the east slope to ventilate the new workings. There are four Babcock and Wilcox boilers and two ordinary tubular boilers. The endless rope system of haulage is employed.

The coal raised in the various collieries is of excellent quality. For steam purposes Dominion coal by analysis gives the following results: carbon, 80.18 per cent.; hydrogen, 5.11 per cent.; oxygen, 7.34 per cent.; nitrogen, 1.16 per cent.; sulphur, 0.56 per cent.; coke, 67 per cent.; volatile matter, 33 per cent.; ash, 2.30 per cent; water, 3.35 per cent. Pounds of water evaporated 14.8. It has high calorific value and is an excellent steam coal. The Dominion gas coal shows carbon, 77.51 per cent.; hydrogen, 5.22 per cent.; oxygen, 6.72 per cent.; nitrogen, 1.27 per cent.; sulphur, 3.07 per cent.; ash, 4.10 per cent.; water, 2.11 per cent.; coke, 60.5 per cent.; volatile matter, 39.5 per cent. It yields 10,650 cubic feet of gas per ton, equal to 17.5 standard sperm candles. The illuminating value of the coal per ton expressed in pounds of sperm is 639 pounds. The Dominion screened coal is a large lump coal of best quality for domestic use.

When the company first commenced operations the railway question was at once attended to, and a line constructed under the direction of H. Donkin, C.E., from Bridgeport to Louisburg, with branches to all the various mines. The Sydney and Louisburg Railway, as the company's line is now styled, is a thoroughly built road, well ballasted and laid with eighty-pound rails. There are forty miles of main line and fifty-five of sidings. The rolling stock is of the very best description. Steel coal-cars of fifty-ton capacity are hauled by consolidation locomotives of the largest type, capable of moving a train of 1,200 tons of coal. On an average thirteen trains each way are required to handle the coal traffic.

The third improvement made by the company was the erection of new piers at Sydney and Louisburg. These piers, which are among the largest on the American continent, are well built of southern pine on solid foundations of piling and crib work. The Sydney piers will accommodate six steamers at a time, that at Louisburg three. The piers are lighted by electricity and worked day and night. Some of the berths are reserved exclusively for bunkering purposes; consequently steamers calling for bunker need lose no time before continuing their journey. As the approaches to the piers are graded for some distance, both full and empty cars are run by gravitation. By an ingenious device the empty cars are lowered to the lower line of railway on the drop-table principle.

The company's ocean carrying trade is performed by the steamers of the Black Diamond line, which is the property of the company. In 1901 it consisted of five steamers, two tugs and five barges owned by them, and twenty-seven steamships under charter. The vessels range in capacity from 1,500 to 6,000 tons.

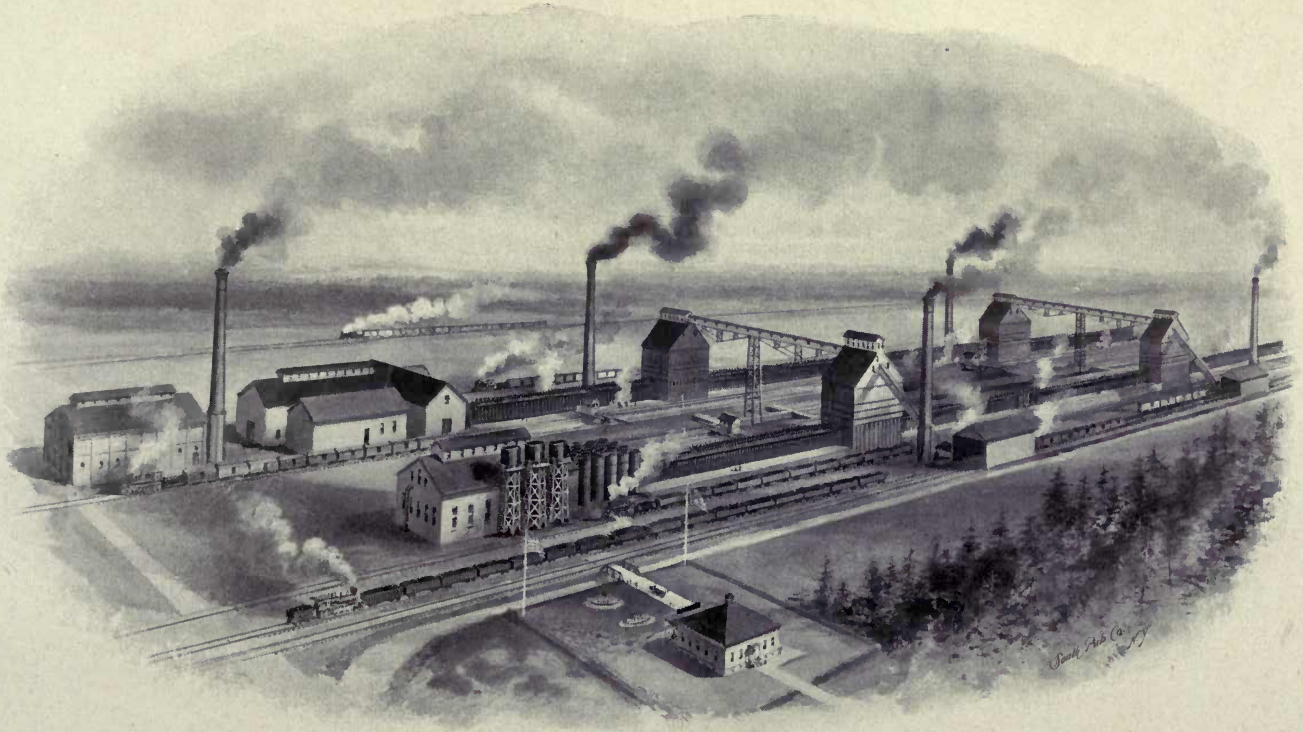


Dominion Iron and Steel Company.

Fourteen of these vessels and two barges were engaged in carrying coal to Montreal and Quebec, three to Boston and one to Maritime Province ports. During the year Montreal imported over 1,300,000 tons of coal, of which about one million tons were supplied by the Dominion Coal Company. The average run to Montreal occupies eighty-five hours, and the largest of the steamers employed can be loaded at Sydney in little more than twelve hours. At Montreal the company own three coal-discharging towers, each of which can discharge five hundred tons per hour; thus the time occupied in taking coal from Sydney to Montreal, including both loading and unloading, need be little more than between four and five days. The erection of the Dominion Iron and Steel Company's works at Sydney has provided another large market of coal.

Much of the success of the company has been due to the judicious selection of its general managers, of whom there have been three since its inception. Senator David McKeen, the first manager, was succeeded in 1896 by Mr. Hiram Donkin, a gentlemen well-known in Canadian engineering circles, who since its inception, had acted as the company's engineer. Upon Mr. Donkin's retirement in 1901 after a most successful tenure of office, he was succeeded by Mr. Cornelius Shields, the present Vice-President and General Manager, whose ability may be estimated by the great and profitable developments now being made.

Coal is without a doubt the main factor which has contributed to Cape Breton's industrial progress, and the Dominion Coal Company is the organization which has most largely developed the coal mining industry. The economic conditions incident to the operation of the Dominion Coal Company are most notable. The seams of coal are of greater thickness and are reached at far less depth than in England, and, in many cases, elsewhere. In many countries the seams are only from two to four feet in thickness, and the miners are compelled to go down three or even four thousand feet to obtain marketable coal. The location of these coal areas near navigable water, with direct and short water transit to market, adds another most important factor to the company's advantages. The present satisfactory condition and the excellent prospects of the Dominion Coal Company would seem to assure a bright outlook for other industries dependent upon it.



General View of Coke Oven Plant—Dominion Iron and Steel Company.

CHAPTER XXII.

THE DOMINION IRON AND STEEL COMPANY.

NEED OF ADDITIONAL MARKETS FOR THE OUTPUT OF THE DOMINION COAL COMPANY REALIZED BY MR. WHITNEY—FORMATION OF EVERETT COKE AND GAS COMPANY—ANOTHER AND YET LARGER INDUSTRY NEEDED—CAPE BRETON COAL PROVED TO BE WELL ADAPTED FOR THE MANUFACTURE OF METALLURGICAL COKE—QUESTION OF OBTAINING A LARGE SUPPLY OF IRON ORE SOLVED BY THE PURCHASE OF PART OF THE VALUABLE DEPOSITS AT BELL ISLAND, NEWFOUNDLAND—BOUNTIES OFFERED BY THE DOMINION GOVERNMENT TO ENCOURAGE THE MANUFACTURE OF IRON AND STEEL IN CANADA—ASSISTANCE GRANTED BY THE PROVINCIAL GOVERNMENT—SELECTION OF A SUITABLE SITE—FORMATION OF THE DOMINION IRON AND STEEL COMPANY—CHARTER GIVING THE COMPANY EXTENSIVE POWERS GRANTED BY THE LEGISLATURE OF NOVA SCOTIA—TOWN OF SYDNEY PRESENTS THE COMPANY WITH A SITE FOR THE WORKS—SYDNEY'S SUBSEQUENT PROSPERITY—WORK OF CONSTRUCTING THE PLANT—THE SYDNEY "BOOM"—FIRST BLAST FURNACE LIGHTED—MR. A. J. MOXHAM, THE COMPANY'S FIRST MANAGER — PROPERTY OF THE COMPANY IN NEWFOUNDLAND AND CAPE BRETON—IRON MINE AT BELL ISLAND—SHIPPING PIER AND RAILWAY—ESTIMATED COST OF MINING AND SHIPPING THE ORE TO SYDNEY—COAL SUPPLY—PROPERTY OF THE DOMINION COAL COMPANY LEASED FOR A LONG PERIOD—COKE OVENS—ADVANTAGES OF THE BY-PRODUCT OVENS—SCREENING AND WASHING PLANT—LIMESTONE QUARRY AT MARBLE MOUNTAIN—DOLOMITE FROM GEORGE'S RIVER MOUNTAIN—SHIPPING PIERS AT SYDNEY—BLAST-FURNACE PLANT—MAKING A CAST—OPEN-HEARTH FURNACES—BLOOMING MILL—ELECTRIC POWER PLANT—COMPANY'S OTHER BUILDINGS AND GENERAL OFFICES—PLANT ONE OF THE BEST EQUIPPED ON THE AMERICAN CONTINENT—MR. DAVID BAKER SUCCEEDS MR. MOXHAM AS GENERAL MANAGER—COMPANY'S PRODUCT FINDING A READY MARKET.

HEN the Dominion Coal Company was first organized, its most sanguine friends would scarcely have predicted that it would lead to the wonderful industrial developments in Cape Breton which have actually taken place. The preceding chapter has related the rapid increase in the production of coal consequent upon the various improvements introduced. Mr. Whitney soon realized that ere long the output would exceed the demand, unless efforts were at once put forth to secure additional markets for the company's products. As a result he carefully investigated with a view to the formation of a large industry requiring bituminous coal. The outcome of these investigations was the organization of the Everett Coke and Gas Company which has, since its inception, been one of the largest purchasers of the company's output.

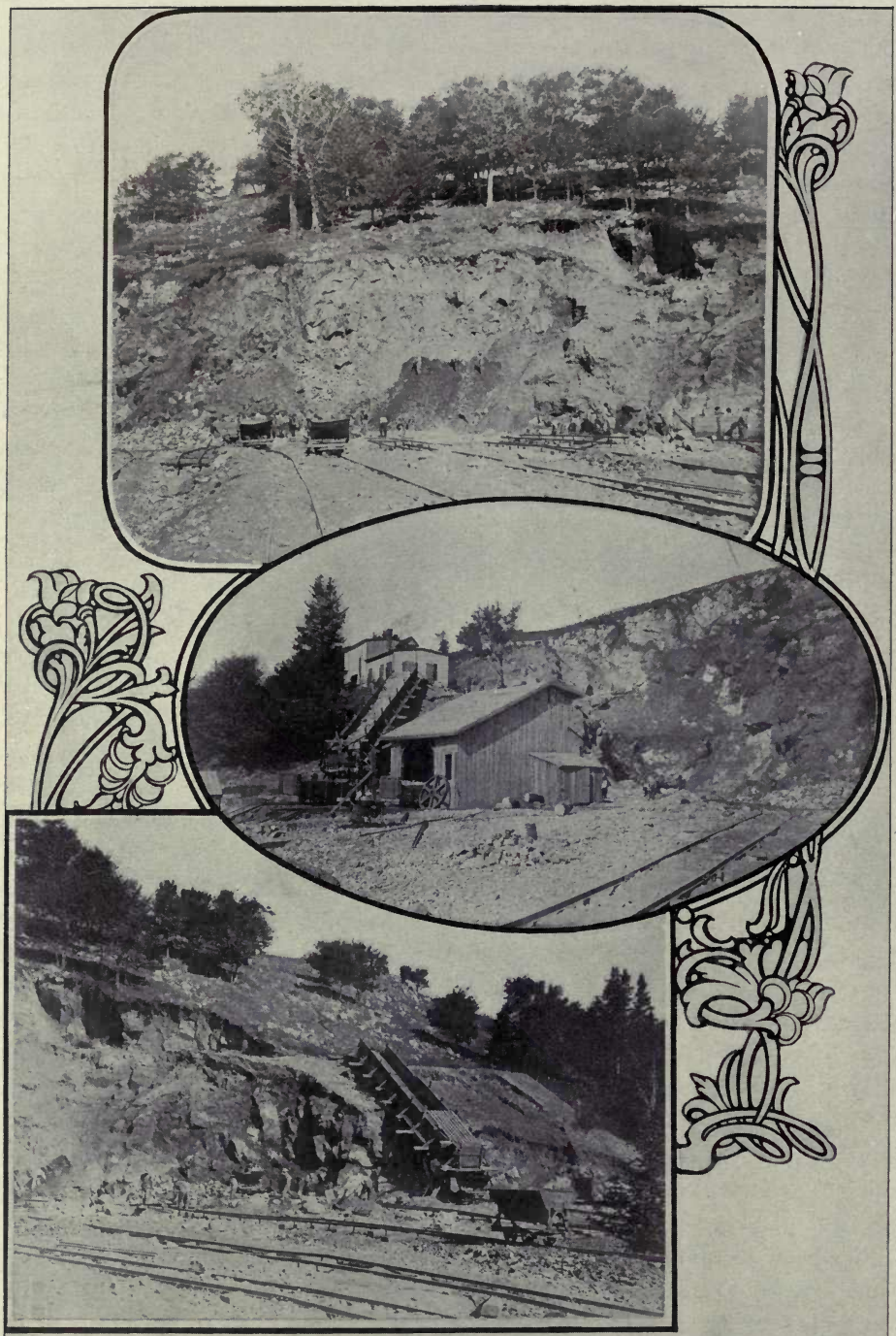
But so rapidly did the ouput at the coal mines increase that it soon became evident that another and yet larger industry could easily be supplied. Meanwhile, as a result of a succession of experiments, it was proved beyond question that Cape Breton coal was, contrary to the general opinion, well adapted for the manufacture of a good metallurgical coke. This fact directed attention to the

possibility of erecting extensive iron and steel works, which would use coke manufactured from the Dominion Coal Company's coal. It was known that limestone existed in large quantities in Cape Breton. The third requisite for the manufacture of iron and steel, iron ore, is also found in the island, though in deposits which so far have not been developed. However, the question of a large supply of iron ore was solved in a most satisfactory way by obtaining in 1898 from the Nova Scotia Steel Company an option on part of the enormous deposits of iron ore in Bell Island, Conception Bay, Newfoundland.

Bell Island is about fifteen miles from St. John's, the capital of Newfoundland. Some ten or twelve years ago a fisherman carried to that city a block of this hematite iron ore which he had used as a killock or anchor for his boat. This led to the discovery of the deposits for which the island is now famous. In 1895 the Nova Scotia Steel Company acquired the whole of this valuable deposit for a very modest sum, and at once began to develop their areas. As a result it was estimated that there were at least 35,000,000 tons of easily accessible ore of excellent quality. Between 1895 and 1898 this company mined some 200,000 tons, part of which was used at their own furnaces at Ferrona, N. S., but the bulk was exported for use in German and American plants. As a result of Mr. Whitney's negotiations with this company, he acquired a large part of this deposit for $1,000,000, the Nova Scotia Steel Company retaining their shipping pier, tramway and an extensive deposit of available ore.

Cube of Iron Ore
Dominion Iron & Steel Co.'s Wabana Mine, Bell Island, Newfoundland

The formation of a large company to manufacture iron and steel in Cape Breton was largely assisted by the liberal bounties offered by the Dominion Government. These bounties originated in 1882 when Parliament authorized the payment of a bounty of $1.50 per ton on all pig-iron manufactured in Canada with a view to stimulating the iron industry, at that time in a far from flourishing condition. In 1889 the rate was reduced to $1.00 per ton, but in 1892 it was raised to $2.00. In 1897 the bounty was still further increased. By the amendments made to the tariff in that year, a bounty of $3.00 per ton was to be paid on steel ingots manufactured from ingredients of which not less than fifty



SCENES AT THE MARBLE MOUNTAIN QUARRIES, OF THE DOMINION IRON & STEEL CO.

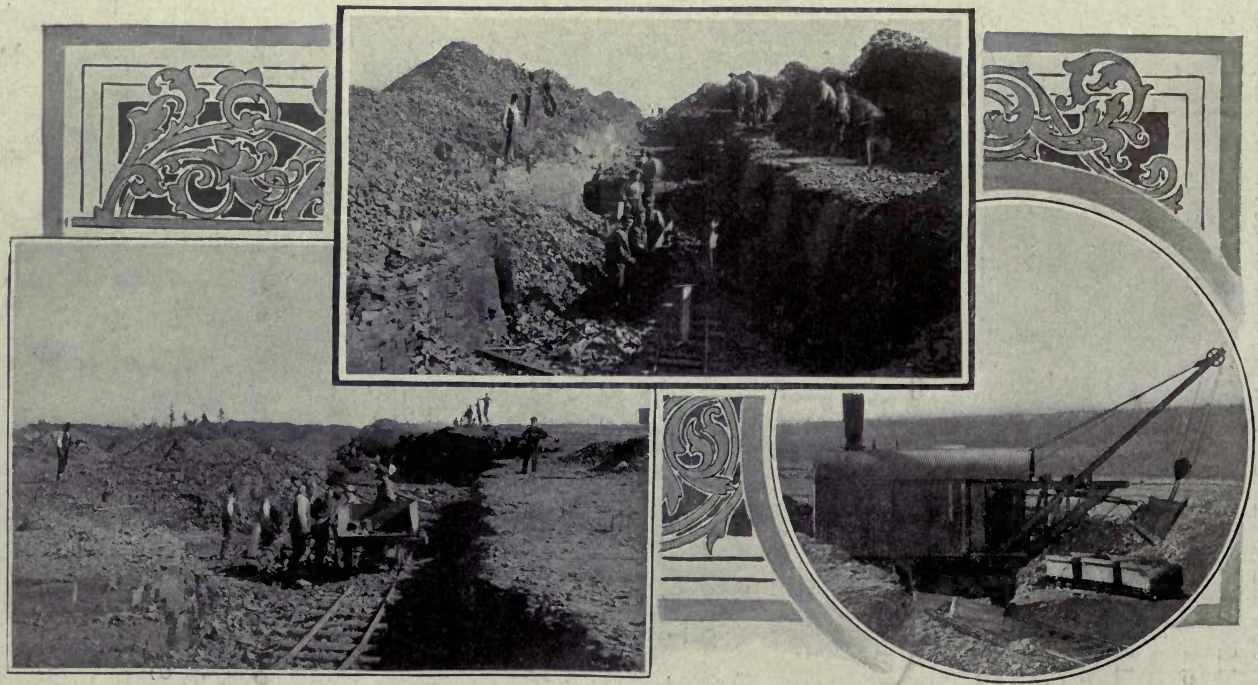
per cent. of the weight consisted of pig-iron made in Canada; $3.00 per ton on puddled iron bars manufactured from pig-iron made in Canada; and on pig-iron manufactured from ore, a bounty of $3.00 per ton on the proportion produced from Canadian ore, and $2.00 per ton on the proportion produced from foreign ore. By the regulations of that year these bounties were only to be paid on iron and steel manufactured before April, 1902. The total duty paid on pig-iron manufactured in Canada in 1896 was $70,485.04. In 1899 an act with a view to assisting the formation of the Dominion Iron and Steel Company was passed by the Parliament of Canada, by which the period during which bounties will be paid was still further extended till 1907. The bounties which will be paid to the Sydney Company are on a sliding scale, and range from $2.00 per ton on pig-iron and $3.00 per ton on steel in 1901 and 1902 to 40 cents and 60 cents respectively in 1907. The prospectus issued by the company in 1901, asking for subscriptions for a large issue of preferred stock, stated that they hoped to receive as bounty from the Dominion Government a total sum of not less than $8,000,000. The payment of the bounty must therefore give the enterprise an enormous impetus, and should greatly assist in carrying it successfully over the initial stages of its growth.

It was also decided to seek assistance from the Provincial Legislature of Nova Scotia. They were accordingly asked to remit the whole of the royalty on all coal used in the manufacture of iron and steel in the county of Cape Breton for five years, from the time that the works began operations. In response to this proposition the government of Nova Scotia agreed to remit fifty per cent. of the royalty on coal so consumed, but extended the period of exemption to eight years.

When the question of a site for the projected works was under consideration, the land lying along the shores of Sydney Harbor between the International Pier and Muggah's Creek was deemed the most suitable, and the town of Sydney was approached with a view to the company obtaining a free site with exemption from taxation and other privileges for a long period.

The Dominion Iron and Steel Company, Limited, of Sydney, C. B., with a capital stock of $15,000,000, and authorized to issue $8,000,000 on mortgage bonds, was formed in 1899, with the following gentlemen as its first Board of Directors: President, H. M. Whitney, Boston; Vice-President, R. B. Angus, Montreal; Sir William Van Horne, Montreal; Senator G. A. Cox, Toronto; Elias Rogers, Toronto; Robert MacKay, Montreal; James Ross, Montreal; John S. McLennan, Boston; Senator D. MacKeen, Halifax; B. F. Pearson, Halifax; W. B. Ross, Halifax; H. F. Dimock, New York; H. Paget, New York.

The company obtained its charter from the Legislature of Nova Scotia the same year. The charter gave the company extensive and comprehensive powers for mining, manufacturing and transportation. It also empowered municipal



MINING IRON ORE, BELL ISLAND, NEWFOUNDLAND.

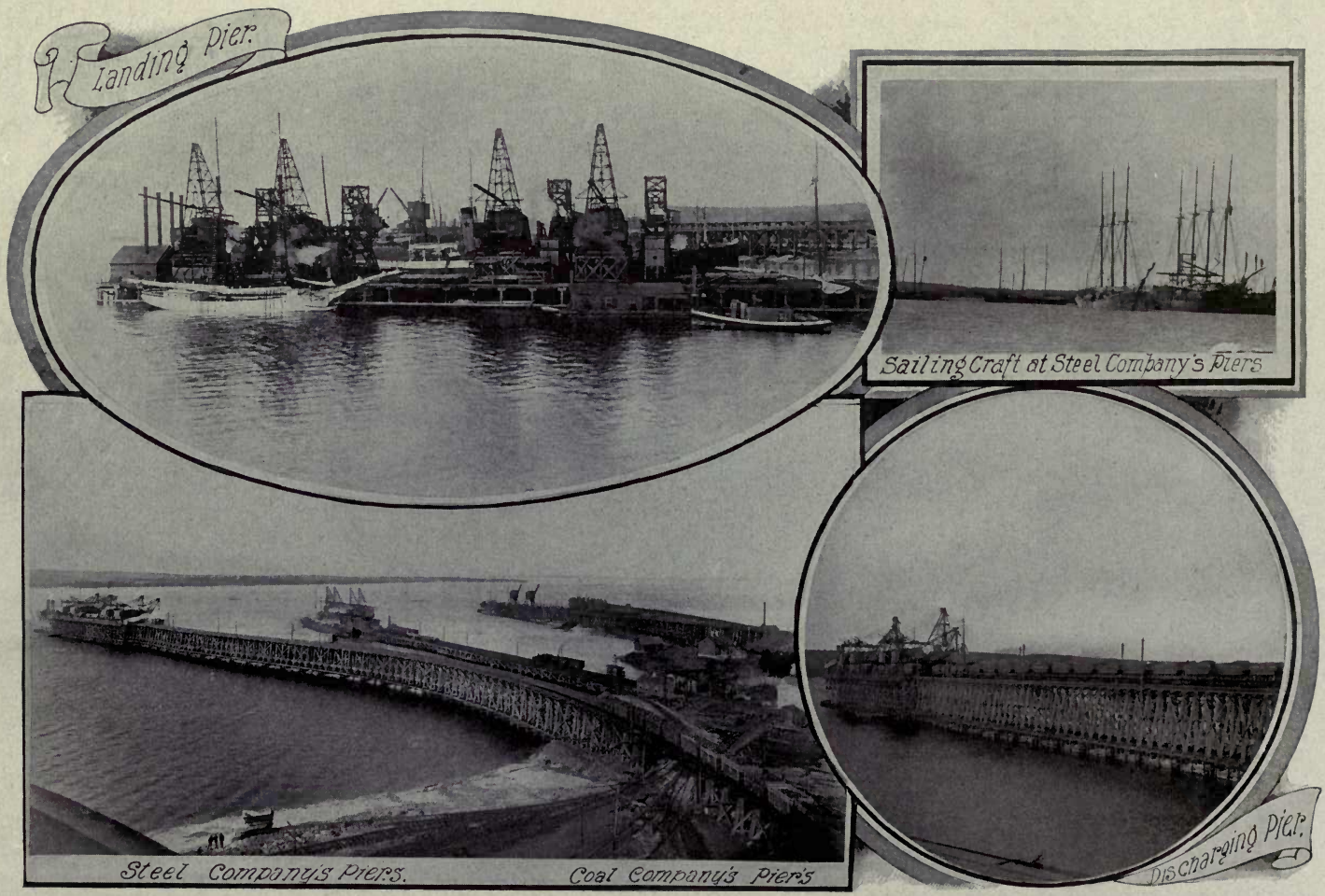
councils to aid the enterprise by grants, authorized the town of Sydney to exempt all the property, income, and earnings of the company from town taxes for a period of thirty years, and permitted the company to expropriate any land that it required and could not obtain by private treaty.

The town of Sydney gave the company the present site of four hundred and eighty acres, which was expropriated for the purpose, the sum of $85,000 being voted to pay the awards of the appraisers. The marvellous advances Sydney has made in consequence of the coming of the works has fully justified the step taken by the town. Sydney leaped almost instantly from the position of a peaceful old-fashioned country town to that of one of the most important manufacturing centres of Canada.

The company at once began construction, and soon the site of the works, formerly green fields and spruce-clad slopes, became a very hive of industry. The work was commenced in 1899, and pushed on with great rapidity. The plant comprises four blast furnaces of two hundred and fifty tons capacity each; ten fifty-ton open-hearth furnaces; four hundred Otto Hoffman by-product coke ovens; blooming, billets, wire, rod, plate and structural mills; foundry and machine shops; two modern ore piers, each provided with unloading towers; twenty-five miles of railroad tracks; and large and well-built general offices. Everything about the works is thoroughly modern; and it has been said that the whole plant is American, both in its conception and in the grandeur of its scale. It is typical of the latest and best that the experience and practice of the great steel plants of Pennsylvania, Ohio and Illinois have yet evolved.

The energy with which the work of constructing so extensive a plant was pushed forward gave an impetus to commercial and industrial life in Cape Breton, such as it had never before known. Steamers and sailing vessels were busily engaged in transporting material to Sydney, and the resources of the Intercolonial Railway were taxed to an unprecedented extent. It not only created employment at good wages for all the local surplus labor but led to an enormous influx of carpenters, masons, bricklayers, machinists and laborers into the island. Nova Scotians, who had sought remunerative employment in the United States, were enabled to return home. The eyes of the world were on Sydney, and it experienced a development unknown and unheard of among eastern Canadian cities. All who rushed to Sydney did not make fortunes, but as a rule, those who came and were willing to work have done well. The coming of these works has given to the whole of Canada a greater faith in her boundless natural resources, and has in large measure shaken off from the Maritime Provinces much of the lethargy in industrial pursuits which formerly characterized them.

The first blast furnace was lighted December 19, 1900, the fourth, and last, in May, 1902. The company's first general manager was A. J. Moxham, formerly of the Lorain Works, Ohio. Comparing the cost of production at Sydney with

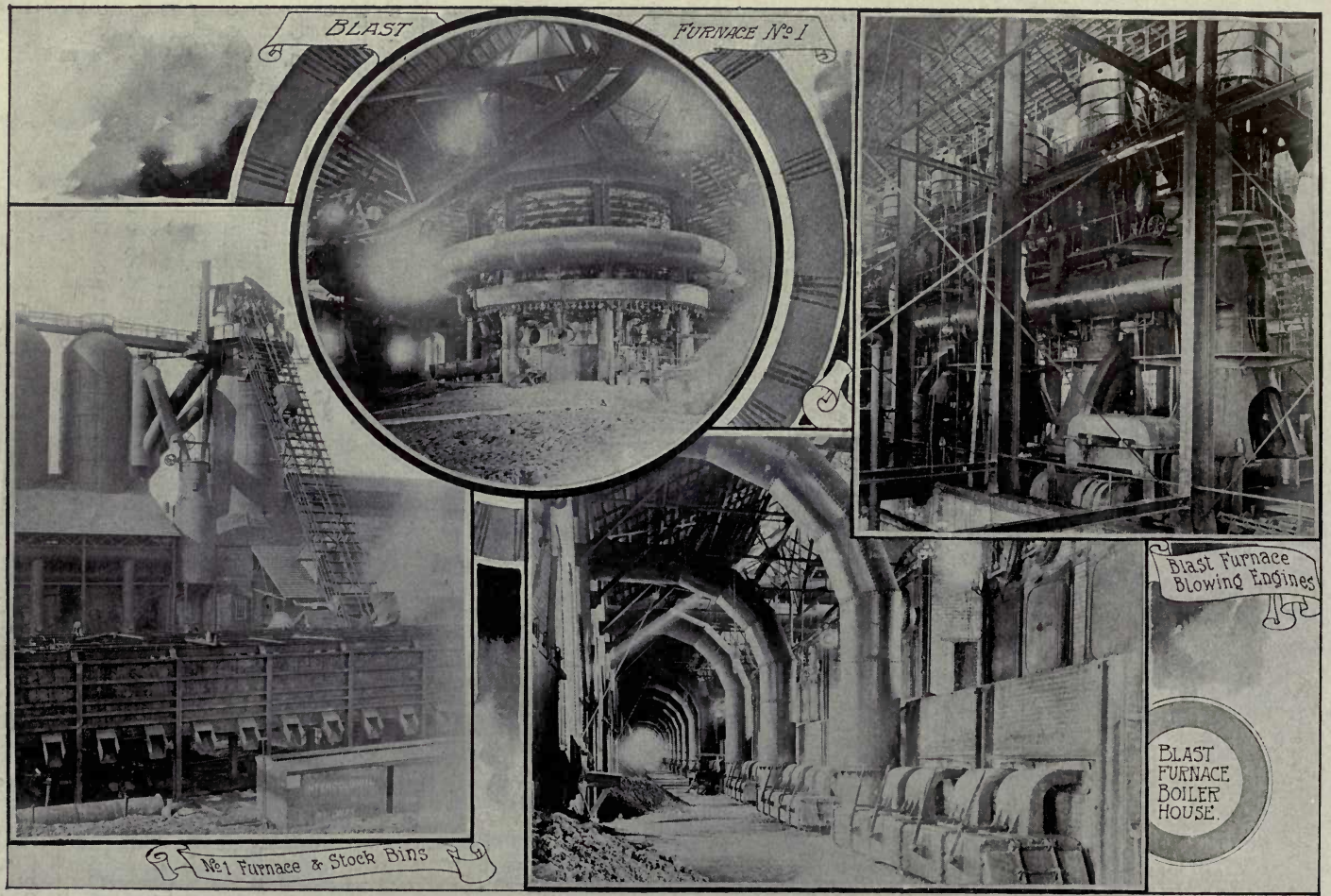


DOMINION IRON AND STEEL COMPANY.

that at Pittsburg, Mr. Moxham asserted that the ore, coke, and limestone, necessary for the production of a ton of pig-iron, could be brought together at Sydney for a freight charge of $2.45 per ton less than at Pittsburg. Sydney's ability, therefore, to compete in the markets of the world is evident. After bringing the work of construction to a successful conclusion, Mr. Moxham resigned from the general managership early in 1902. Shortly after Mr. Whitney retired from the presidency of the company, and was succeeded by Mr. James Ross, who for some time previously had been acting as managing director.

The plant of the Dominion Iron and Steel Company consists of their iron mine and shipping pier at Bell Island in Conception Bay, Newfoundland; their dolomite and limestone quarries in Cape Breton; and the coke ovens, blast furnaces, open-hearth furnaces, mills, machine shops, foundries, and shipping piers, which together make up the immense works at Sydney.

On the southern side of Bell Island, which is only eight miles in length and two in breadth, are to be found five beds of red hematite. Two of these beds only, known as the upper and lower, are worked at present. The upper one was retained by the Nova Scotia Steel and Coal Company, and the lower, estimated to contain 28,000,000 tons, is now the property of the Dominion Iron and Steel Company. The ore is composed of small regular shaped blocks not usually exceeding six inches in length, three in width and two in thickness, piled closely together one upon another, and giving a solid bed of ore of an average thickness of eight feet, which extends over eight hundred acres of ground. It is said that at no other mine in North America can the ore be obtained with so little labor as at Bell Island. No pits or underground workings are required, the ore being simply removed by open cut work, ore breakers which are used at most other mines not being required here. As the coast on the side of the island on which the ore occurs is exposed to the fierce northerly gales, the company's shipping pier is located on the south side of the island where there is a safe and well-sheltered harbor. The pier is a substantial structure of southern pine, and is provided with a loading conveyor, leading from large pockets on the bluff, capable of delivering to the ship 1,500 tons of ore per hour. The ore pockets are connected with the mine by a double-track cable tramway, over which the cars loaded with ore are kept constantly moving. It has been estimated that the ore can be mined and loaded in vessels for from thirty to fifty cents a ton. The freight from Bell Island to Sydney, a distance of only four hundred and twenty-five miles by water, varies from thirty-five to forty-five cents a ton. A. J. Moxham, the company's first general manager, estimated that the ore can be mined and delivered at Sydney at an average cost of $1.10 per ton. It has been asserted that no other plant on the American continent is so favorably situated for the cheap delivery of iron ore as that at Sydney.



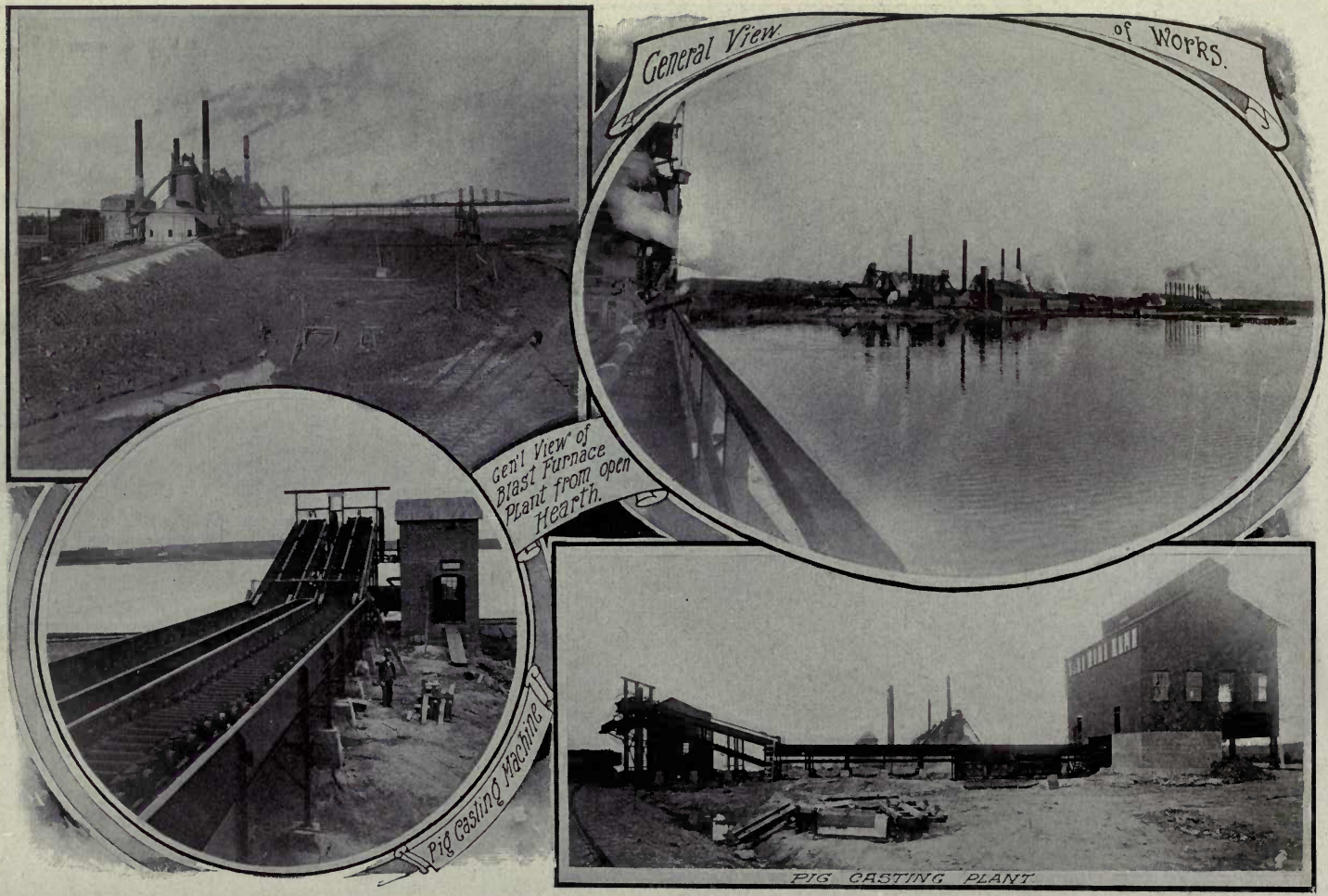
DOMINION IRON AND STEEL COMPANY.

The company obtain the requisite coal from the Dominion Coal Company, and the supply is to all intents and purposes unlimited, as it is estimated that the Dominion Coal Company's areas will yield at least 1,000,000,000 tons. Soon after the establishment of the Dominion Iron and Steel Company an option was obtained from the Dominion Coal Company, whereby the former might lease the latter within a given time. During the year 1902 this lease was effected with certain modifications which were deemed to be mutually advantageous, and

Interior of Rolling Mills—Dominion Iron and Steel Company.

the two companies are practically one, the title now being The Dominion Iron and Steel Company, Limited, Lessees of the Dominion Coal Company, Limited. It has been estimated that the coal can be mined, washed and delivered for $1.25 a ton.

To convert the coal into coke, previous to its use in the blast furnaces, four hundred Otto Hoffman by-product ovens were erected near the plant at Sydney. The coke ovens in general use on this continent are known, from their shape, as bee-hive ovens. In these ovens all the constituents of the coal except the coke is wasted. The by-product ovens, on the other hand, save all



Scenes at the Works of the Dominion Iron and Steel Company.

the other valuable constituents. They are now in general use in Germany, and are rapidly displacing the bee-hive type in other countries. The presence of the coke ovens is likely to lead to the establishment in Sydney of a number of other industries using their by-products. The coking process, which is a very interesting one, occupies about forty-eight hours. Before the coal is taken to the ovens it is first screened and washed by machinery in order to get rid of as much sulphur, slate and dirt as possible. When the process is completed the coke is pushed from the ovens by electrical machinery, placed on a large floor, where it is broken up, cooled, and then transported by rail to the blast furnaces. The coal used by the company has been found to yield a metallurgical coke of excellent quality.

The limestone and dolomite required for fluxes is obtained from the Marble Mountain and George's River quarries. The Marble Mountain limestone quarries are situated on the West Bay of the Great Bras d'Or. The stone is lowered from the quarry, which is three hundred feet above the level of the lake, to a crusher, by means of a double skip-car system by which the loaded car is made to hoist the empty one. The crushed stone is then taken by a conveying belt to a bin at the foot of the mountain, thence another conveying belt takes it to the loading pier, where it is placed on board of vessels and barges to be conveyed through the lakes to the works at Sydney. The company's dolomite quarry is at George's River Mountain, whence it is conveyed over the Intercolonial Railway, a distance of about fourteen miles, to the works. The dolomite is of excellent quality and is easily quarried.

The arrangements for handling the ore and limestone, and for shipping the finished product are all of the most modern type. The company have erected two piers just to the south of those of the Dominion Coal Company, and these are provided with hoisting towers, similar to those in use at Montreal and the lake ports of the United States in handling coal and ore. From the pier the ore is conveyed to the great storage bins in front of the furnaces, whence, mixed with the proper proportion of coke and limestone, it in due time finds its way to the furnaces.

The central feature of the works at Sydney is, of course, the blast furnace plant. This consists of four huge furnaces eighty-five feet high and twenty in diameter. Each furnace has four hot-blast stoves which are lined with brick and checker work. The stove chimneys are two hundred feet high, and will at once attract the attention of the observer on a steamer coming up the harbor. The boiler house, a large steel building, contains sixteen 500 horse-power boilers. The engine house contains five blowing engines, one being provided for each furnace, with the addition of an auxiliary. Every visitor to the works should endeavor to see a cast made, as to the ordinary observer it is by far the most interesting operation performed. At night, especially, as the molten slag rushes out and is con-

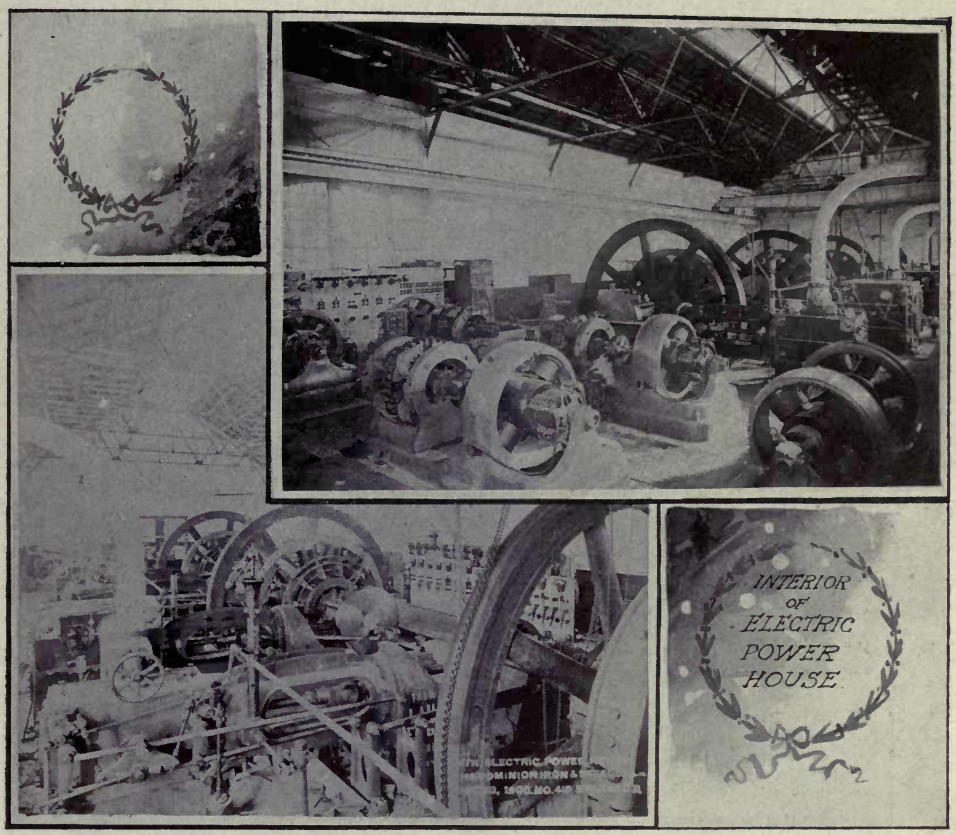
veyed to the water-front, the scene is one of strangely weird fascination. Seen from the deck of the ferry steamer it reminds one of vivid descriptions of the infernal regions. The sky is suddenly illuminated with the red blaze, throwing into striking relief the huge furnaces and chimneys, and making the silvery radiance of the innumerable electric lights upon the various piers pale into insignificance. A stream of molten lava is then seen descending the slope to the harbor, and when its fiery heat is cooled in the water, clouds of snowy steam ascend from it. It has been estimated that the annual output of the four blast furnaces will be about 365,000 tons of pig-iron a year.

Interior of Machine Shops—Dominion Iron and Steel Company.

The plant for the manufacture of steel consists of ten fifty-ton open-hearth furnaces. They are constructed of steel, lined with fire-brick, and are placed in a building over eight hundred feet in length, located to the south of the blast furnaces. It is said that by the open-hearth process, steel of better quality can be produced from inferior pig-iron than can be made from first class pig-iron by the Bessemer process.

The blooming mill, where the steel ingots are reduced to the required size of bloom or billet, is driven by a pair of reversing engines of the latest design, for

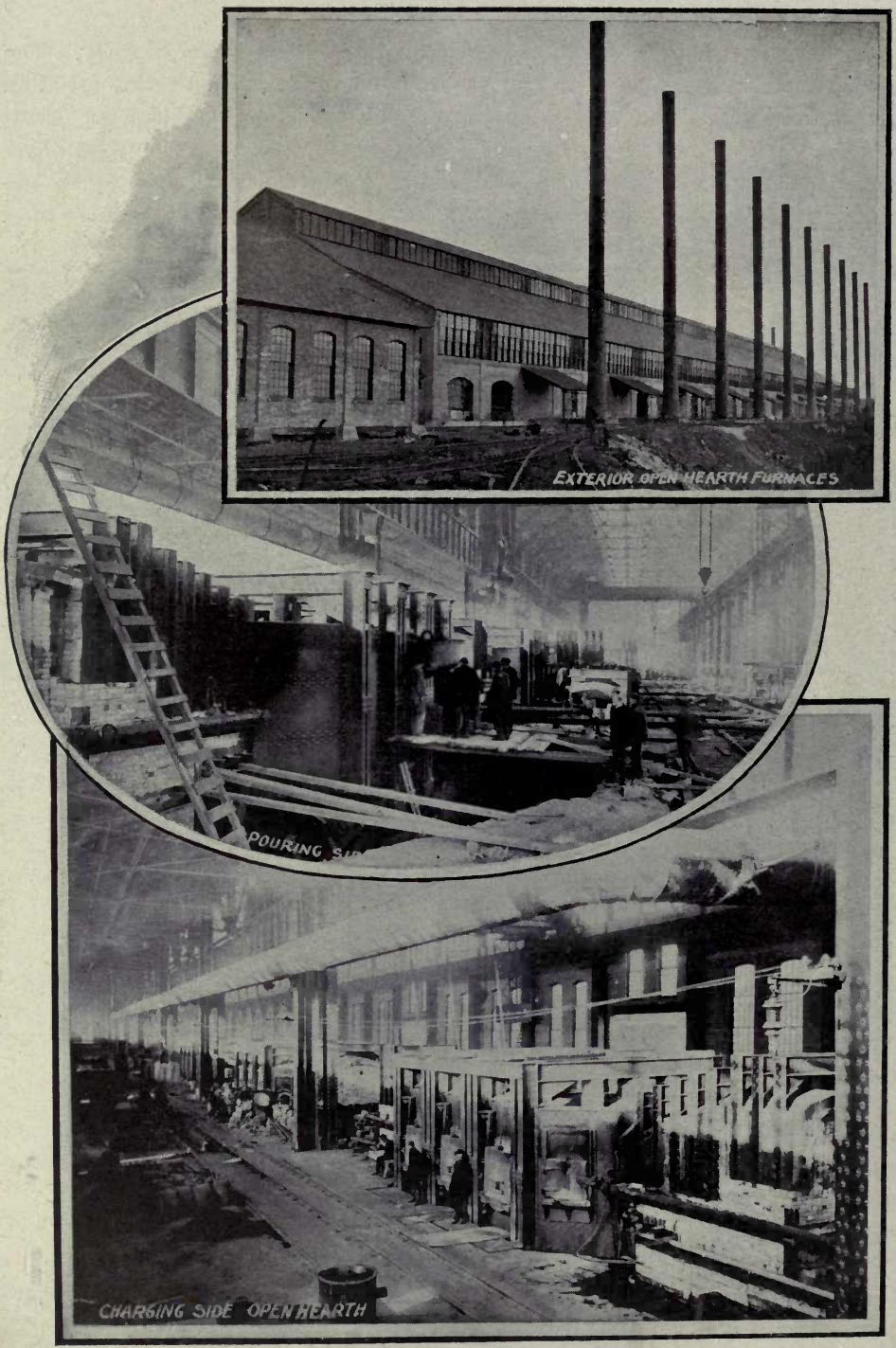
which steam is furnished by a boiler plant of 3,000 horse-power capacity. The pit furnaces, approach tables, main tables, hydraulic and steam shears are all of the latest design. The electric power plant of the company, which occupies a building of its own, consists of three large electric generators, each driven by a compound condensing engine. The company's machine shop, foundry, blacksmith, carpenter and pattern shops are extensive structures, fitted with the most



DOMINION IRON AND STEEL COMPANY.

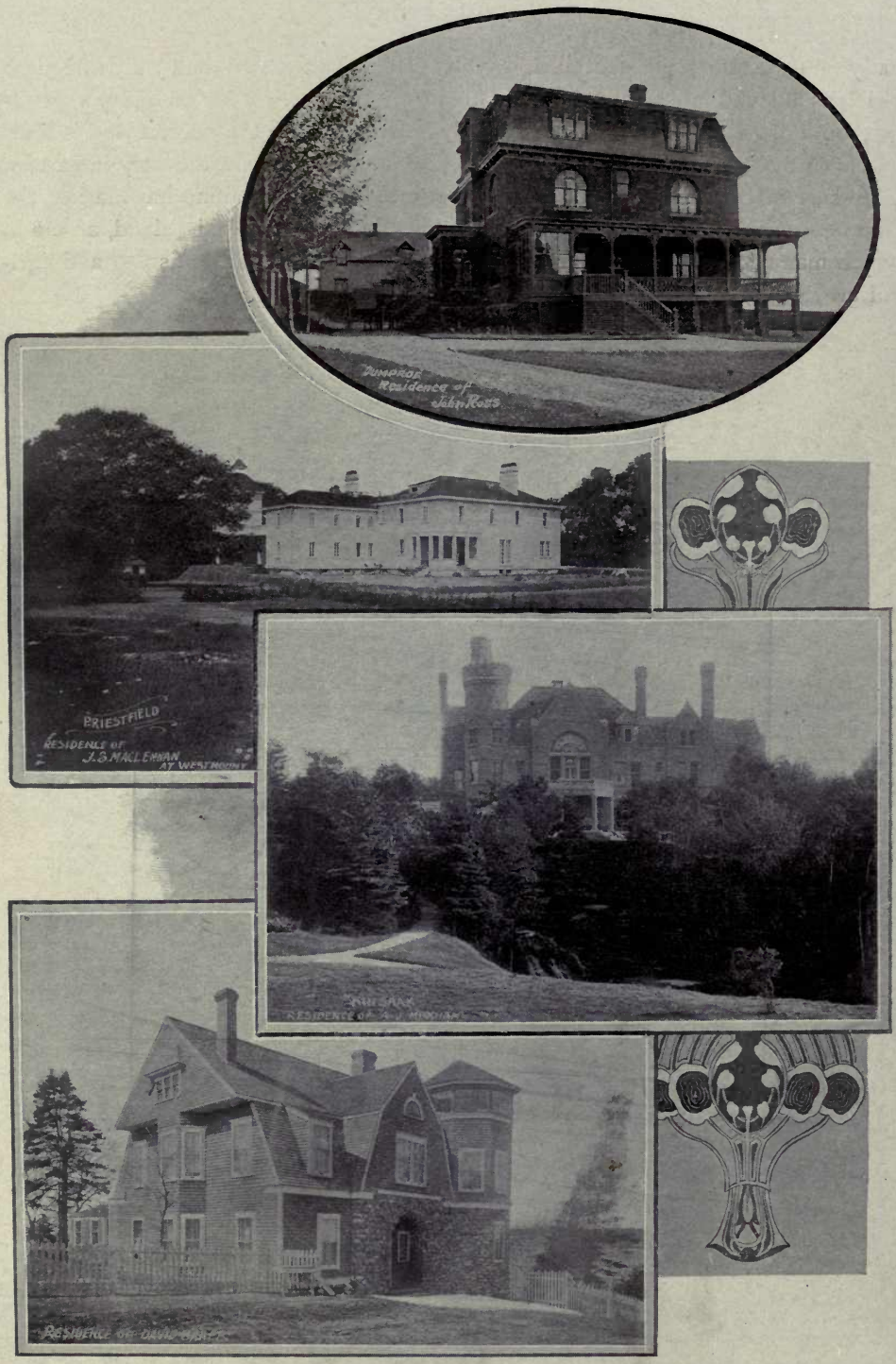
modern appliances for their respective purposes. The general offices of the company are in the spacious and substantial building near the bridge which crosses Muggah's Creek directly to the works.

The company's plant, it will be seen, is one of the best equipped of its kind on the American continent. It is rarely that so extensive a plant is erected at the commencement of a company's career, as usually it represents the growth of years of gradual development. Mr. A. J. Moxham occupied the important position of general manager during the construction period. Upon his resignation,



Open-Hearth Furnaces—Dominion Iron and Steel Company, Sydney.

early in 1902, he was succeeded by Mr. David Baker, who had for some time previous filled the position of general superintendent. The company's product, both pig-iron and steel, has already been placed in the market and is finding a ready sale. The growth of this, the most important industry in eastern Canada, will be watched with the deepest interest. Its coming has marked the commencement of a new era in the industrial history of this island, an era in which manufacturing must be ranked with mining, and ahead of fishing and agriculture, as among the leading occupations of the people.



Some Private Residences at Sydney.

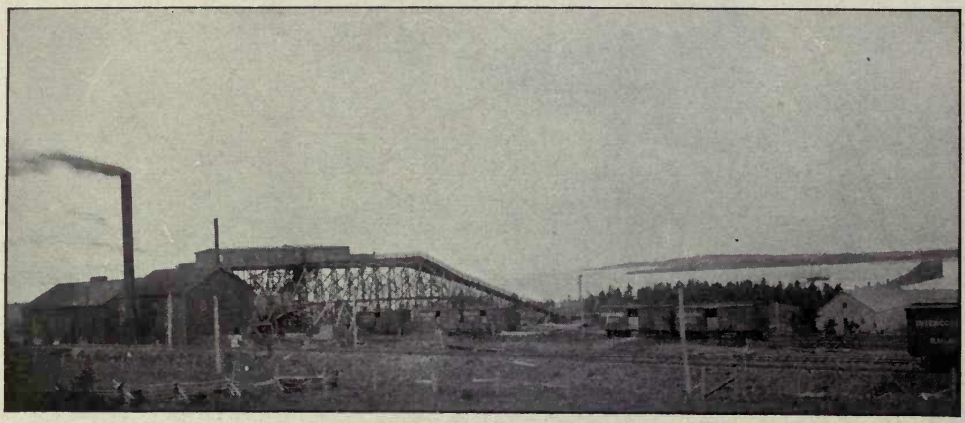
CHAPTER XXIII.

OTHER COLLIERIES, ORES, LIMESTONE, DOLOMITE, GYPSUM, ETC.

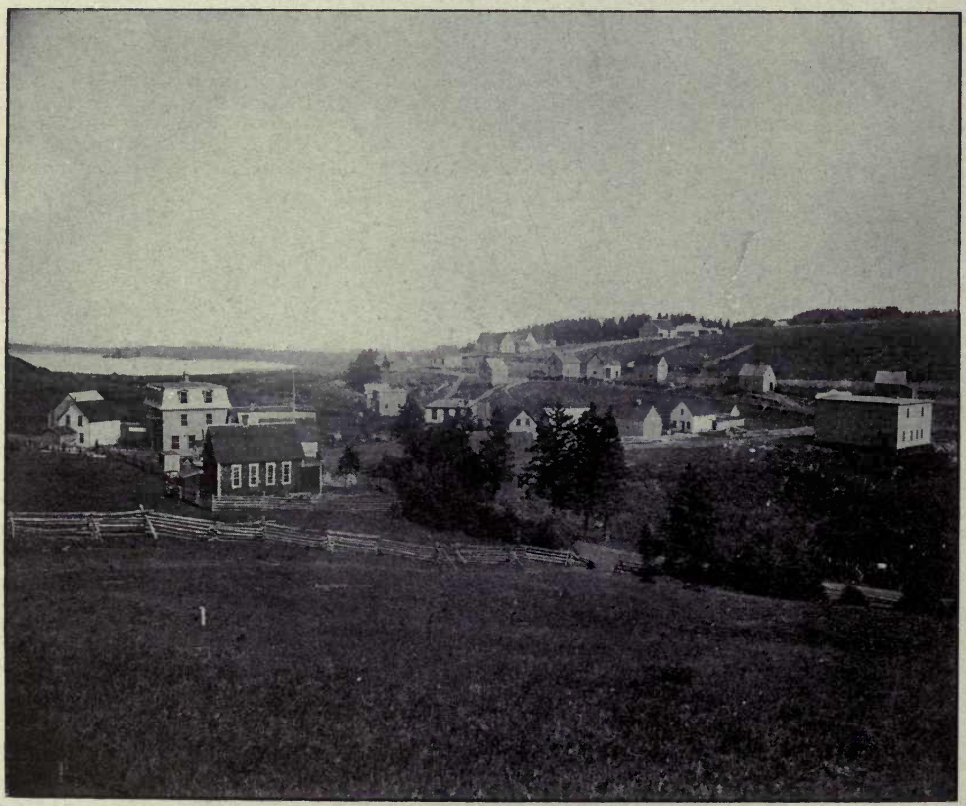
SMALLER COLLIERIES OF CAPE BRETON—MINES OF INVERNESS COUNTY—HISTORY AND DEVELOPMENT OF THE PORT HOOD MINES—SHIPPING PIER AND HARBOR—COAL AREAS AT BROAD COVE—EARLY ATTEMPTS AT DEVELOPMENT—RAPID PROGRESS NOW BEING MADE UNDER THE INVERNESS AND RICHMOND RAILWAY AND COAL COMPANY—COAL MINING AT MABOU—CHIMNEY CORNER AREAS—GOWRIE AND BLOCKHOUSE COLLIERY AT PORT MORIEN—COAL SHIPPED BY AN ÆRIAL ROPEWAY SYSTEM—HISTORY AND PRESENT CONDITION OF THE CAPE BRETON COLLIERY AT NEW CAMPBELTON—COLLIERY OF THE SYDNEY COAL COMPANY AT BARRINGTON COVE—POSSIBILITY OF THE DEVELOPMENT OF COAL AREAS IN RICHMOND COUNTY—IRON ORES—CLAY IRONSTONE IN THE COAL MEASURES—RED HEMATITE AT BOISDALE AND BARACHOIS—SPECULAR IRON ORE AT BOULARDERIE—AND GEORGE'S RIVER—HEMATITE AND MAGNETITE AT WHYCOCOMAGH—GOLD—WHYCOCOMAGH AND THE MIDDLE RIVER DISTRICT—AT CHETICAMP—INVERNESS AND THE CHETICAMP MINING COMPANIES—COPPER ORES AT CHETICAMP—AT COXHEATH AND GEORGE'S RIVER—LEAD ORES—GOLD AND SILVER BEARING GALENA IN THE CHETICAMP DISTRICT—BARYTES AT CAPE ROUGE—LIMESTONE—DEPOSITS AT MARBLE MOUNTAIN, GEORGE'S RIVER AND ELSEWHERE—DOLOMITE AT GEORGE'S RIVER AND NEW CAMPBELTON—GYPSUM—VICTORIA GYPSUM MINING AND MANUFACTURING COMPANY—QUARRIES AT PORT BEVIS AND ST. ANN'S—GYPSUM IN INVERNESS AND RICHMOND COUNTIES—MARBLE—GRANITE—BUILDING STONE—BRICK-CLAY.

N addition to the coal mines operated by the Dominion Coal and the Nova Scotia Steel and Coal Companies, there are a number of other collieries in Cape Breton. Although the output at these mines is relatively small, they are all enacting a part in the great work of developing Cape Breton's mineral resources. Some of them, at least, give promise of great things in the near future. These smaller collieries are at present five in number, the Port Hood, Broad Cove and Mabou mines in Inverness County, the mines of the Gowrie and Blockhouse and of the Sydney Coal Companies in Cape Breton County, and the Cape Breton Colliery at New Campbelton, Victoria County.

The mines situated in the Inverness coalfield are the most promising. The first attempt to establish a colliery at Port Hood was made in 1865 by the Cape Breton Mining Company, and in 1867 this company sold over 4,000 tons of coal, but although considerable outlay had been made, the work of development was abandoned the same year. Three years ago this mine was reopened by Mr. Alexander McNeil and a company organized to operate it. The coal is reached by a slope, which now extends 1,600 feet. There is a seven foot seam of coal extending at an angle of 23° beneath the harbor. The coal is said to be of excellent quality, is a first-class house coal, and when properly handled well



Bank Head, Port Hood Colliery, Port Hood.

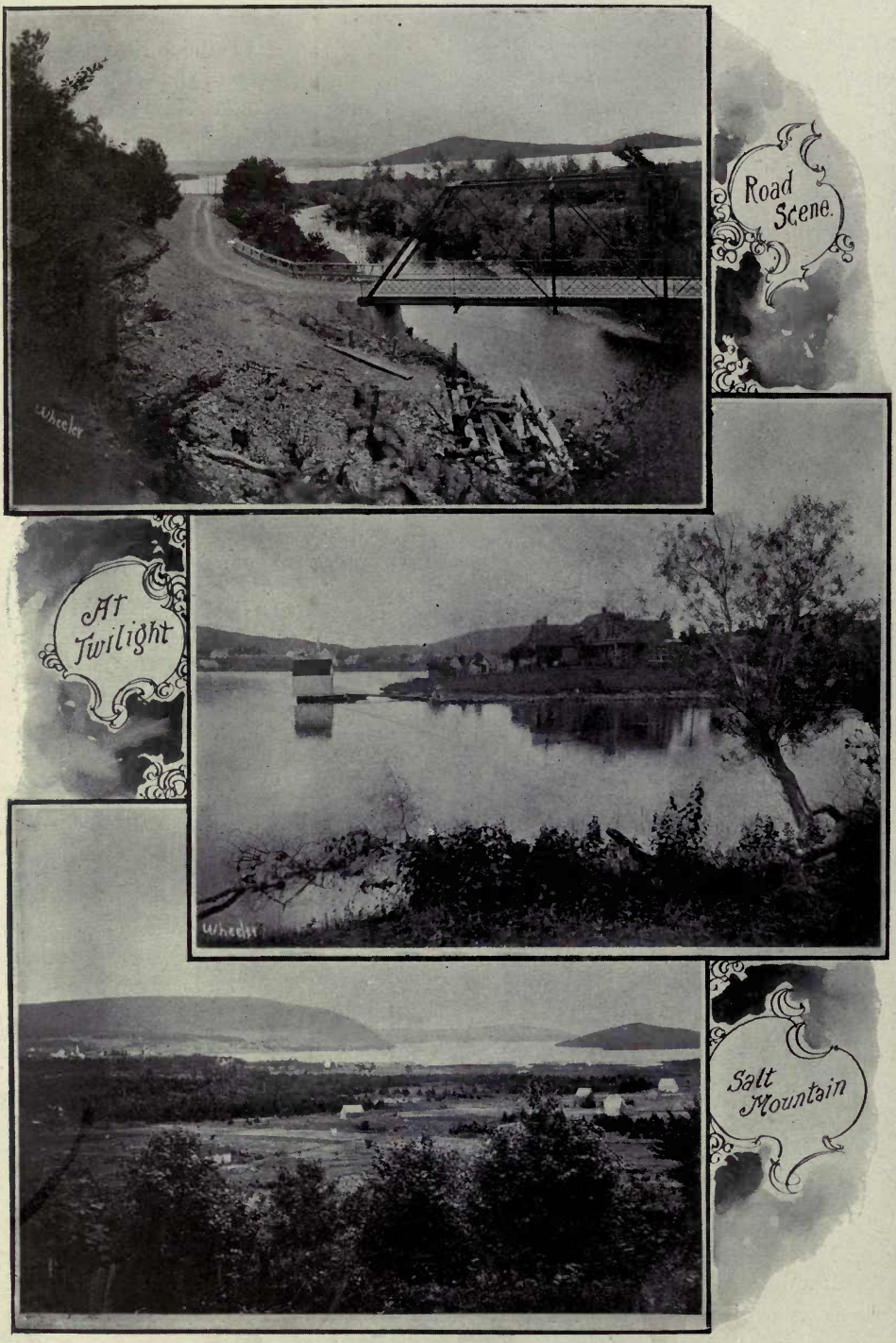


Broad Cove.

adapted for steam purposes. Laboratory tests have shown that it yields coke of good quality. The system of mining is the bord and pillar, and the coal is lowered to the leads by the back-balance system. The mine is ventilated by a Guibal fan. About sixty miners are employed. The quantity of coal raised during the year ending September 30th, 1901, was 22,182 tons, which was shipped from a pier at Port Hood, this pier being provided with pockets. The pier is now being extended another one hundred and thirty-five feet to thirty feet of water. The harbor of Port Hood is formed by Smith Island, and as it is at present exposed to gales from the north and northwest, efforts are being put forth to induce the Government to close the northern entrance which, it is claimed, can be accomplished at a comparatively small expense.

The coal areas at Broad Cove were first leased in 1865 to Messrs. McCully and Blanchard. An attempt to organize a company in London in 1866 proved a failure. In 1894 the Broad Cove Coal Company was organized, and in 1896 two and a half miles of railway connecting the openings on the different seams with the harbor on McIsaac's Lake were constructed, and a channel from the lake to the open sea was cut through the intervening land; but the entrance needs to be constantly dredged, as the sand accumulates at a rapid rate, consequently the harbor is not likely to be used for shipping purposes. The mines are now the property of the Inverness and Richmond Railway and Coal Company, who are at present making rapid improvements. The company have three seams of excellent coal, well adapted both for steam and domestic purposes, the seam now worked being seven feet in thickness. The slope is down about 1,200 feet, levels being driven from it in two directions; a second bankhead is to be erected this year; a new engine is being placed in position, and a second Babcock boiler, making in all three boilers in use, is shortly to be installed. The work of excavating the site for a yard is also being pushed forward. The company are erecting fifty comfortable double cottages for the use of their miners. About seventy miners are employed, and from three hundred to four hundred tons of coal raised a day. Naked lights are used, as the mine is fortunately free from gas. Hitherto nearly all the coal was shipped by rail, but the company's large pier at Port Hastings is completed, and most of the coal will be transferred to the steamers at that place.

Valuable coal areas also exist at Mabou. The first attempt to open these was made in 1866, but with little success. Recently, however, work was commenced by the Mabou Coal Company, and for the year ending September 30th, 1901, the company raised a little over 1,000 tons, and in 1902 the work was rapidly pushed forward, a wharf in Mabou harbor and a railway four and a half miles in length, connecting it with the mine, being constructed. This railway is projected to connect with the Intercolonial Railway at Orangedale, passing through Whycocomagh.



Scenes at Whycocomagh.

Extensive coal deposits also exist at Chimney Corner, eight miles south of Margaree Harbor. A colliery was opened in 1867, and about £3,000 expended in opening the mine, erecting a steam engine and building residences for the miners. The amount of coal raised, however, averaged only a little over a hundred tons a year and the mine was soon abandoned, and no efforts have yet been made to re-open it.

The Gowrie and Blockhouse colliery at Port Morien is now owned by a company in Newcastle, England. Coal is being raised from the Gowrie seam at the rate of about a hundred and sixty tons a day, and the deeps are steadily being advanced out under the company's large submarine areas. As soon as this is accomplished and the slope finished important developments may be expected. The company have a shipping pier, in the pockets of which eight hundred tons can be stored. The coal is conveyed from the screens to the pier in huge buckets upon an aërial wire ropeway system, the rope traveling at the rate of five miles an hour and having a delivery capacity of five hundred tons of coal in ten hours. Mr. James T. Burchell, the manager of the New Campbelton colliery, has just taken charge of this mine also.

The Cape Breton colliery, situated at New Campbelton, on the northern side of the great entrance of the Bras d'Or, was purchased by J. T. and J. E. Burchell, its present owners, in 1893. It comprises an area of three square miles, and contains three seams of coal of good quality. The system of working is the pillar and room. The slope extends for about a thousand feet, and the mine is connected with the shipping wharf by a railway a mile and a half in length. Nearly 15,000 tons were raised during 1900 and 1901. The area at New Campbelton was leased as far back as 1862 to Mr. Charles Campbell, from whom the place received its name. Work was at once commenced, and from 1863 to 1869 the average annual sale of coal was 4,000 tons. The mine is being gradually but surely developed, and it affords one of the best examples of the successful working of a small mine to be seen in the island.

The colliery of the Sydney Coal Company is situated at Barrington's Cove near North Sydney. The level at present extends about 1,950 feet from the mouth of the mine, and about fifteen pairs of miners are employed. During 1900–1901, 11,040 tons were raised. The coal is shipped by schooners from a small pier at the cove, and is also largely used for local consumption in North Sydney. The mine was first opened by the late John Greener, of North Sydney, and is still popularly known as Greener's Mine.

A six foot seam of good coal has recently been discovered on the Mira Road about six miles from Sydney.

In addition to these collieries mentioned, it is possible that mines may be opened ere long in Richmond County. As far back as 1859 a lease was taken out at River Inhabitants, and in 1865 a shaft was sunk and a railway, three miles

in length, constructed, but work was suspended in 1867. Shipments for a while averaged seven hundred tons of coal a year. Lately boring operations have been extensively carried on, it is said, with promising results, and a number of valuable areas have been taken up. The opening of the Cape Breton Railway should make the development of the Richmond coalfield quite feasible.

In addition to its enormous deposits of bituminous coal, Cape Breton is rich in other minerals, these including ores of iron, copper, lead, silver, gold, and manganese, extensive deposits of limestone, dolomite and gypsum, and valuable granites and building stones of various descriptions. On account of their use as fluxes for the manufacture of steel, the deposits of limestone and dolomite are possibly of greater commercial value than any of the other minerals of the island. At any rate, up to the present time they have attracted the greatest attention.

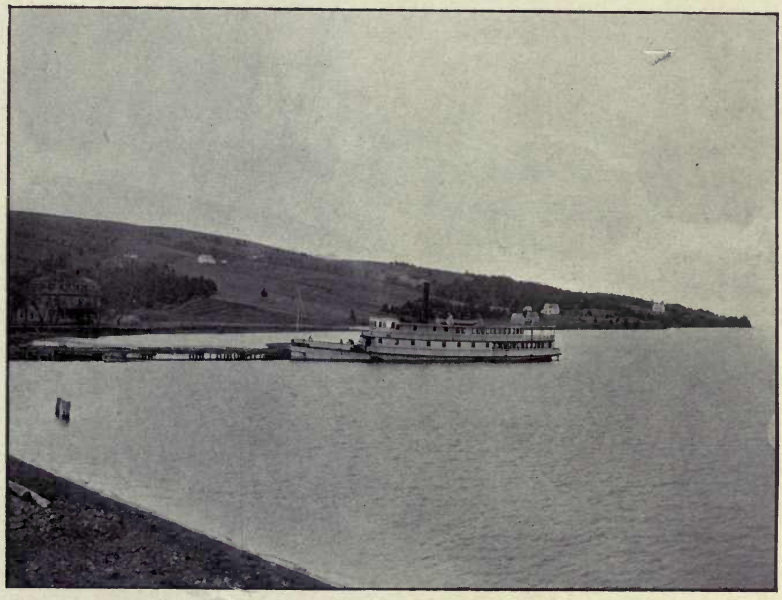
The most extensive deposit of limestone is that at Marble Mountain on the West Bay of the Bras d'Or Lakes. It is owned and operated by the Dominion Iron and Steel Company, whose methods of working it are described in a previous chapter. The Bras d'Or Lime Company also manufacture and ship a large quantity of lime from their deposits at this place. The Nova Scotia Steel and Coal Company own deposits of this mineral near Point Edward, and it is probable that the limestone needed for their furnaces at Sydney Mines will be obtained from this source. Extensive beds are also found at George's River, and in various places kilns are in operation to meet the local demand. Cape Breton limestone, when calcined, makes a good strong lime, and an unlimited supply can be produced at a cheap rate, as beds of considerable thickness occur in immediate proximity to good harbors.

The most important deposit of dolomite is that at George's River Mountain, a large part of which belongs to the Dominion Iron and Steel Company, who are

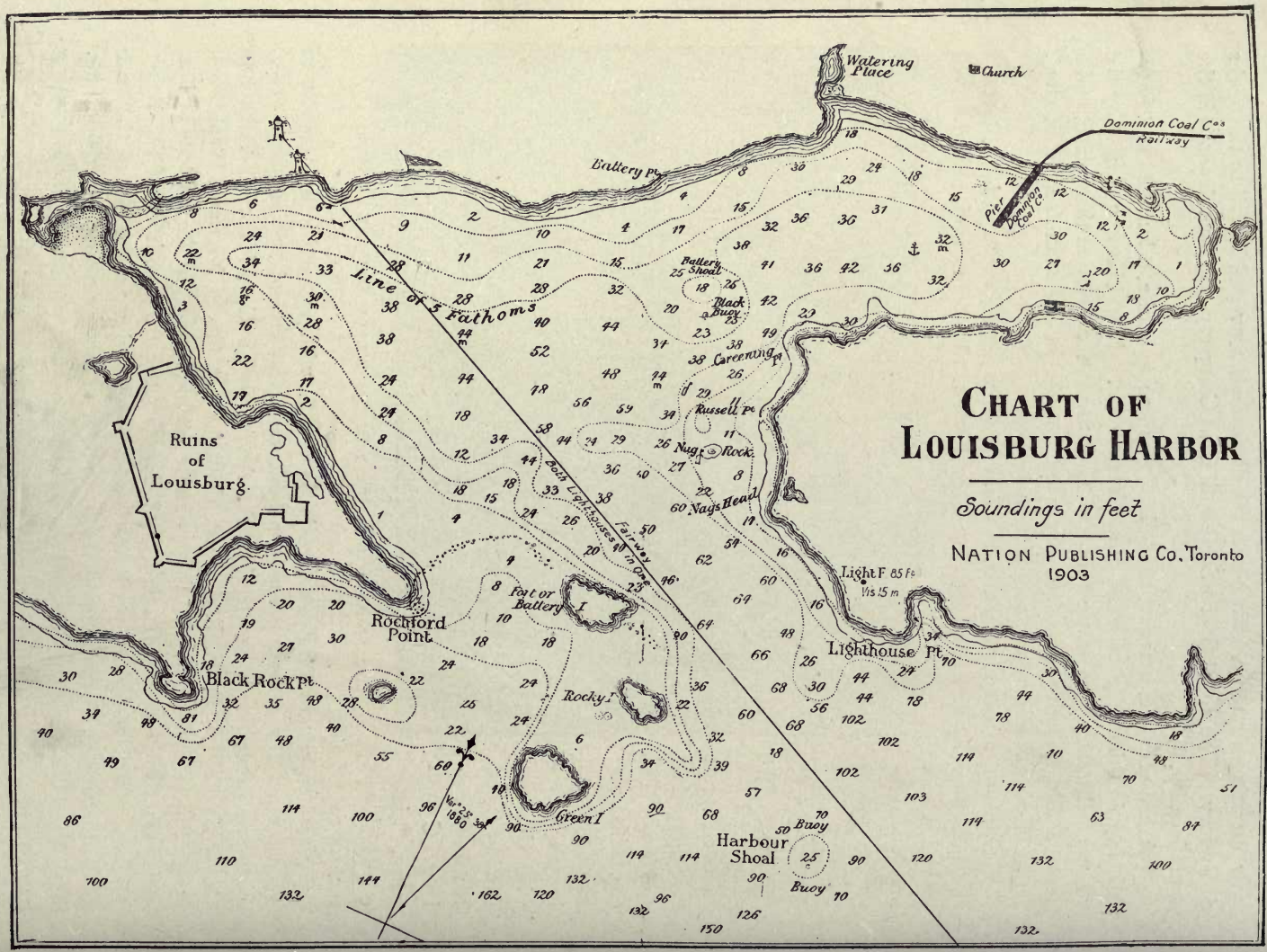
now operating a quarry, from which the dolomite is conveyed by rail to the works at Sydney. The Nova Scotia Steel and Coal Company also own deposits in the same locality.

A bed of white, massive, coarsely crystalline dolomite, a hundred and forty-four feet in thickness, exists at New Campbelton. It has been quarried by the Messrs. Burchell, the owners of the Cape Breton colliery at that place, and a considerable quantity has been exported for use in the manufacture of steel. Other deposits exist in various parts of the island.

Gypsum, or plaster of Paris, is found in large quantities in various places in the carboniferous limestone series of Cape Breton. It occurs both near the Bras d'Or Lakes and in a number of places adjacent to good harbors on the seacoast. The most extensive gypsum quarries in the island are those owned by the Victoria Gypsum Mining and Manufacturing Company, Limited, which was incorporated by the Legislature of Nova Scotia in 1890, with an authorized capital of $100,000. The company own or hold by lease several thousands of acres, including deposits at North Gut, St. Ann's, South Gut, Munroe's Point and Goose Cove, Port Bevis, Red Head, Gillies' Point, Grand Narrows, Washabuck River and Little Narrows. Of these the most extensive are the deposits at Port Bevis on the Bras d'Or Lakes, and those in the neighborhood of St. Ann's Harbor. The quarry at Port Bevis is about eight miles to the east of the town of Baddeck, and is connected with a wharf by a railway nearly two miles long. The wharf is six hundred feet in length, and it will accommodate vessels drawing twenty-three feet of water. This deposit was opened in 1891, and operations have been vigorously carried on up to a recent date. The company also own a



GRAND NARROWS—FERRY STEAMER FROM BADDECK AT PIER.


Watering Place
Church
Dominion Coal Co's Railway
Battery Pt.
Pier Dominion Coal Co
Battery Shoal
Black Buoy
Careening Pt.
Russell Pt.
Nugget Rock
Nays Head
Line of 5 Fathoms
Both Lighthouses in Range
Fairway
Ruins of Louisburg
Rochford Point
Fort or Battery I.
Light F 85 ft Vis 15 m
Lighthouse Pt.
Black Rock Pt.
Rocky I.
Green I.
Harbour Shoal
Buoy
Buoy
CHART OF LOUISBURG HARBOR
Soundings in feet
NATION PUBLISHING Co. Toronto 1903

quarry and wharf at North Gut, St. Ann's, from which shipments have been made during the last quarter of a century. Their deposit at Goose Cove, St. Ann's, is of great extent. It is only a mile from the harbor, and contains vast quantities of gypsum of a very superior quality. The Victoria Gypsum Mining and Manufacturing Company have found their principal market in the Eastern States to which, in some years, they have exported as much as 20,000 tons.

Gypsum also occurs in large deposits at Mabou in Inverness County. These were worked for a while by the Mabou Coal and Gypsum Company, much of their output being used as the basis of a fertilizer which gained considerable popularity. This mineral has also been shipped in small quantities from Lennox Ferry in Richmond County. It is to be regretted that the farmers of Cape Breton have not yet realized the value of gypsum for agricultural purposes.

Marble of good quality occurs quite frequently in various parts of the carboniferous limestone series. At Marble Mountain it is quarried extensively for use as tombstones, mantels, and for decorative purposes generally. Both white and variously tinted marbles can also be procured at George's River, French Vale and New Campbelton. Ere long more attention will be given to the development of these deposits than has been the case in the past. Granite and porphyries of various colors and susceptible of a high degree of polish, are exceedingly plentiful, but as yet very little attention has been given to them.

In addition to granite, Cape Breton has deposits of other varieties of stone suitable for building purposes, some of the upper beds of the carboniferous limestone series affording a dark red or brown sandstone well adapted to this purpose.

Flagstones have been quarried from beds in the calcareous sandstone and millstone grit, and grindstones of fair quality have also been manufactured to a limited extent. Beds of clay, for the manufacture of brick, exist in various parts of the island. Brickyards are now carried on at Mira and also at Orangedale. Clay for the making of firebricks and pottery is also found.

In addition to the minerals already referred to, Cape Breton has ores of iron, gold, copper, lead, manganese and barytes, but none of these are worked at all extensively, though there is every indication that they will be in the future. If the existence of iron ore of good quality and in sufficient quantity can be fully demonstrated, it will be largely used at the works in Sydney. The Dominion Iron and Steel Company have experts carefully investigating the chief deposits, but it cannot yet be positively affirmed that iron has been discovered in such quantity or in such locations as to be of use to them.

In 1891, Dr. Gilpin of the Mines Department at Halifax, published a valuable pamphlet on "The Iron Ores of Nova Scotia," from which most of the following facts are gleaned. In Cape Breton iron ores occur both in the carboniferous and the Laurentian systems. Numerous beds of clay ironstone occur in the coal measures, samples of which have yielded from 25 to 28 per cent. of

metallic iron. While much of the iron manufactured in England is made from such ores, it is not considered probable that the beds in Cape Breton are of sufficient extent to possess economic value. Red hematite, yielding in some places as high as 30 per cent. of metallic iron, occurs in many places at or near the contact of the lower carboniferous system with the underlying metamorphic rocks. It is to the presence of this ore that all the red rocks of the carboniferous system owe their color. Probably the best deposits of hematite are at Boisdale and Barachois. Specular iron ore is also found on Boularderie Island and near George's River in what is thought to be paying quantities. Bog iron ores of fair quality are also met with at Boisdale and Schooner Pond. It is thought that the iron ore deposits in the Laurentian system will prove of great value, important deposits, both of red hematite and of magnetite, having been discovered. These two varieties occur at Whycocomagh in close proximity, the beds varying in thickness from three to nine feet. Veins of specular iron ore have been found near St. Peter's in rocks of the Devonian age. Iron ores also have been located at Mira, Loch Lomond, Mabou, Cheticamp and other parts of the island. While considerable prospecting has been done, but slight attempts have, so far, been made at development. The prospect of Cape Breton yielding much of the iron ore needed for its works may be said to be fairly probable.

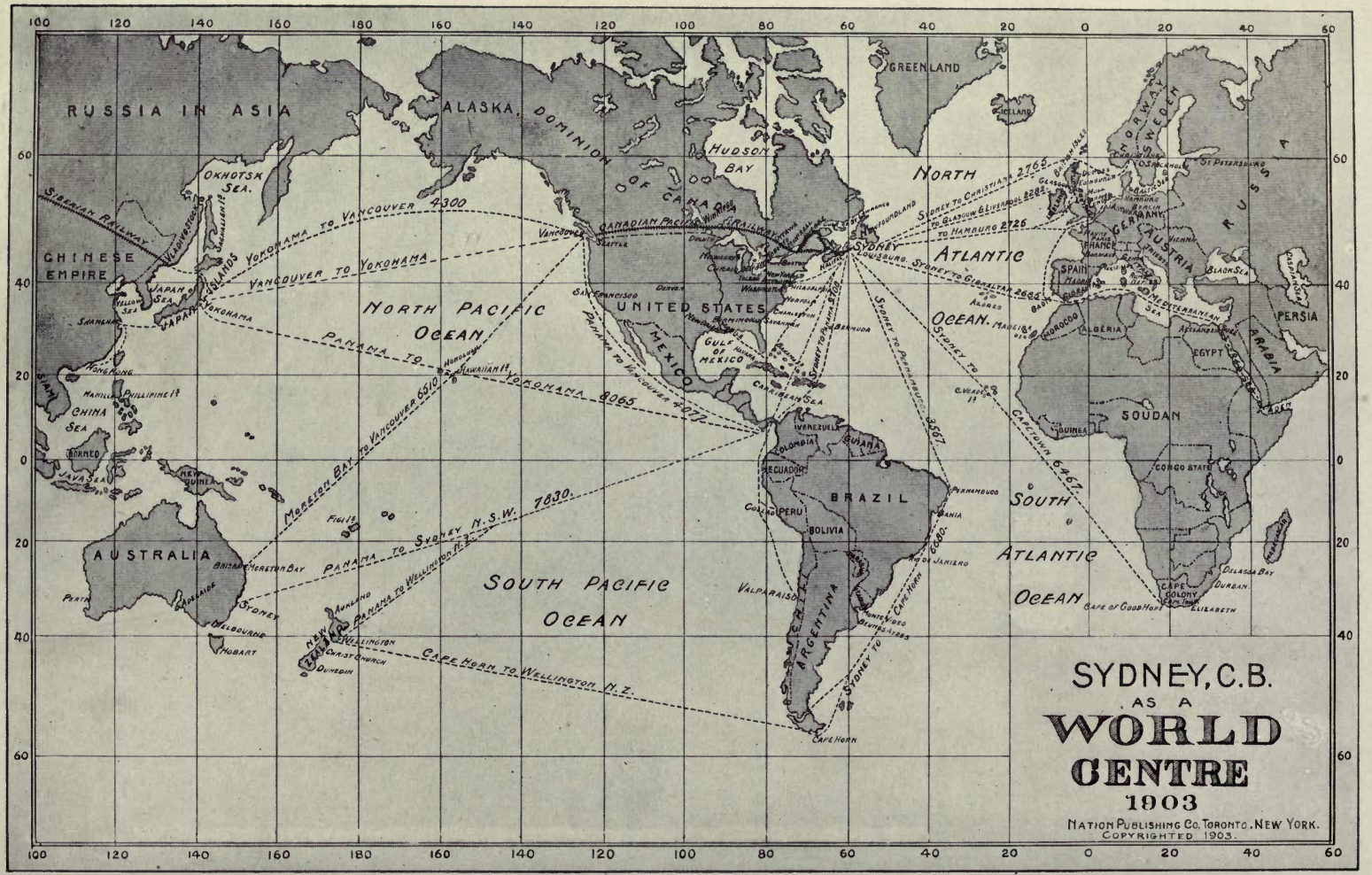
Gold is found in several parts of the island, but, like the iron, comparatively little has been done in the way of actual development. Indications of gold have been discovered in the alluvial deposits of almost every river flowing from the Pre-Cambrian tableland of northern Cape Breton. It is considered uncertain whether this is derived from workable veins carrying free gold, from schists, or from the oxidation of the sulphurets found in some beds. Free gold occurs in the quartzites and in the quartz veins at Whycocomagh and at Middle River. A number of areas have been taken up at both places, and a great deal of prospecting done. In the Cheticamp district, so rich in mineral wealth, extensive deposits of refractory gold ores exist, which it is expected, now that the treatment of refractory gold ores is understood, will yield handsome returns. The ores of the district are, in order of importance, arsenopyrite, galena, chalcopyrite, zinc blende, pyrrholite and pyrite. All of these yield gold and silver, but the first is by far the most important. It is nearly always found associated with the other sulphides. The areas of the Cheticamp district are mainly controlled by two companies, the Inverness Mining Company and the Cheticamp Mining Company, both of which are doing development work.

In earlier days the claims of Nova Scotia to mineral wealth were thought to depend largely upon the existence of extensive deposits of copper ores. This idea is of course a thing of the past. However, in many places in the island of Cape Breton, valuable copper ores have been found and developed to a considerable extent. In the Cheticamp district copper pyrites and the green

carbonate and silicate of copper exist in profitable deposits. The feldspathic rocks of the St. Ann's, Coxheath and Boisdale hills contain deposits of copper pyrites. At Coxheath and at George's River considerable developments have been made. At the Coxheath areas a shaft was sunk some years ago, and much work done, the result of which proved to be of value; but during the past season comparatively little work was done, owing to the company having temporarily diverted its funds to the establishment of a steam sawmill on its timber lands at Watson's Creek, with a view to meeting the great demand for lumber in Sydney, consequent upon the extensive building operations there.

Lead ores have been found at several places in Cape Breton, and are now being developed in the Cheticamp district, a most promising deposit of silver lead ore having been located at L'Abime Brook. It consists of a bed of schist, carrying galena in lenses, veins and grains disseminated through the rock. The bed is estimated to be about twenty feet in thickness and to carry from five to ten per cent. of lead, which is concentrated to the following value per ton: lead, fifty-seven per cent.; silver, forty-five ounces; gold, eight dollars. It is operated by the Cheticamp Mining Company, which was incorporated in 1897. Less than two miles farther up the stream is the Silver Cliff property of the Inverness Mining Company. Here there is an extensive bed of chlorite schist carrying gold and silver-bearing galena, and it is estimated that these ores will on concentration give a product at least equal to those of the Cheticamp Mining Company. Galena also occurs in other parts of Inverness County, in northern Victoria County and near Arichat.

A valuable deposit of barytes is being worked at Cape Rouge, Inverness County, and last year about six hundred tons of high grade ore were extracted. It is used in the manufacture of paints.


SYDNEY, C.B.
AS A
WORLD
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1903
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RUSSIA IN ASIA
ALASKA
DOMINION OF CANADA
HUDSON BAY
GREENLAND
ICELAND
NORTH ATLANTIC OCEAN
NORTH PACIFIC OCEAN
SOUTH PACIFIC OCEAN
SOUTH ATLANTIC OCEAN
UNITED STATES
MEXICO
GULF OF MEXICO
CARIBBEAN SEA
BRAZIL
ARGENTINA
PERU
BOLIVIA
ECUADOR
COLOMBIA
VENEZUELA
GUIANA
AUSTRALIA
CHINESE EMPIRE
JAPAN
SIBERIA
OKHOTSK SEA
JAPAN SEA
YELLOW SEA
CHINA SEA
JAVA SEA
BORNEO
NEW GUINEA
PHILIPPINE I.S
HONG KONG
SIAM
SHANGHAI
YOKOHAMA
HAWAIIAN I.S
FIJI I.S
NEW ZEALAND
AUCKLAND
WELLINGTON
CHRISTCHURCH
DUNEDIN
SYDNEY
MELBOURNE
ADELAIDE
PERTH
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BRISBANE
MORETON BAY
NORWAY
SWEDEN
RUSSIA
ST PETERSBURG
GERMANY
AUSTRIA
FRANCE
SPAIN
MADRID
BLACK SEA
MEDITERRANEAN SEA
PERSIA
ARABIA
EGYPT
ALGERIA
MOROCCO
SOUDAN
GUINEA
CONGO STATE
CAPE COLONY
CAPE OF GOOD HOPE
ELIZABETH
DELAGOA BAY
DURBAN
MADAGASCAR
RIO JANEIRO
MONTEVIDEO
BUENOS AYRES
VALPARAISO
CAPE HORN
PERNAMBUCO
BAHIA
SIBERIAN RAILWAY
CANADIAN PACIFIC RAILWAY
VANCOUVER
SEATTLE
SAN FRANCISCO
DENVER
WASHINGTON
NEW YORK
BOSTON
HALIFAX
NEWFOUNDLAND
BERMUDA
KINGSTON
HAVANA
NASSAU
PANAMA
GALVESTON
NEW ORLEANS
CHICAGO
TORONTO
MONTREAL
QUEBEC
LIVERPOOL
GLASGOW
LONDON
HAMBURG
BERLIN
VIENNA
PARIS
MARSEILLES
GIBRALTAR
AZORES
CANARY I.S
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VANCOUVER TO YOKOHAMA 4300
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PANAMA TO YOKOHAMA 9065
PANAMA TO VANCOUVER 4077
MORETON BAY TO VANCOUVER 6510
PANAMA TO SYDNEY N.S.W. 7830.
PANAMA TO WELLINGTON N.Z.
CAPE HORN TO WELLINGTON N.Z.
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TO HAMBURG 2725
SYDNEY TO GIBRALTAR 2665
SYDNEY TO PERNAMBUCO 3367
CAPE TOWN 6467
SYDNEY TO CAPE HORN
SYDNEY TO BERMUDA 3700
SYDNEY TO

CHAPTER XXIV.

CAPE BRETON'S UNIQUE POSITION IN RESPECT TO OCEAN TRANSIT.

SPLENDID GEOGRAPHICAL POSITION OF THE ISLAND—MOST EASTERLY PART OF THE CONTINENT—STRAIT OF CANSO LIKELY TO BE BRIDGED—CAPE BRETON PORTS NEARER TO EUROPE THAN ANY OTHERS ON THE ATLANTIC SEABOARD OF AMERICA—NEARER TO SOUTH AMERICAN PORTS—NEARER TO SOUTH AFRICA—COMMERCE OF THE PACIFIC—TRAFFIC UP THE ST. LAWRENCE—CAPE BRETON SIMILAR IN MANY RESPECTS TO GREAT BRITAIN—ADVANTAGES OF SYDNEY HARBOR—OF LOUISBURG HARBOR—INTERESTING TABLE OF COMPARATIVE DISTANCES FROM CAPE BRETON AND OTHER AMERICAN PORTS TO LIVERPOOL, PERNAMBUCO AND CAPE TOWN—ADVANTAGES OF CAPE BRETON PORTS FOR BUNKERING—THEIR NEED OF FORTIFICATION—CANADIAN FAST ATLANTIC LINE—PORT OF CALL IN CAPE BRETON—AUSTIN CORBIN'S VIEWS ON RAPID TRANSIT.

HE island of Cape Breton holds a geographical position which has already assisted greatly in its marvelous development, and is destined in the future to make it of yet greater importance. This position may be best understood by a reference to a map of the world, or better still, a good globe. It will then be seen that Cape Breton Island is the most easterly portion of North America, with the exception of Newfoundland. As that colony is an island separated by at least six hours' sea journey from the mainland, its otherwise advantageous position is somewhat diminished. Cape Breton, on the other hand, is only separated from the mainland of the Province of Nova Scotia by the narrow Strait of Canso, and the cars of the Intercolonial Railway of Canada are now carried across this strait upon a ferry steamer expressly constructed for this purpose. A company was recently incorporated whose object is the erection of a bridge across the strait. There are said to be no serious engineering difficulties in the way.

Returning to the map, it will be seen that Cape Breton ports are nearer to Europe than any others on the Atlantic seaboard of America. What this means in days when time is indeed money, will be at once recognized. Here certainly must be the ideal American terminus for lines of steamers bound to and from European ports. But curiously enough, while Cape Breton ports are nearer to Europe than ports in the Southern States, such as New Orleans and Mobile, they are also nearer to the ports of the South American continent. This is due to the fact that South America projects out far to the eastward of the northern continent. Vessels sailing from Cape Breton ports can therefore make the run to Pernambuco, Rio de Janeiro or Buenos Ayres in quicker time than those from any United States port. Moreover, Cape Breton ports are about nine

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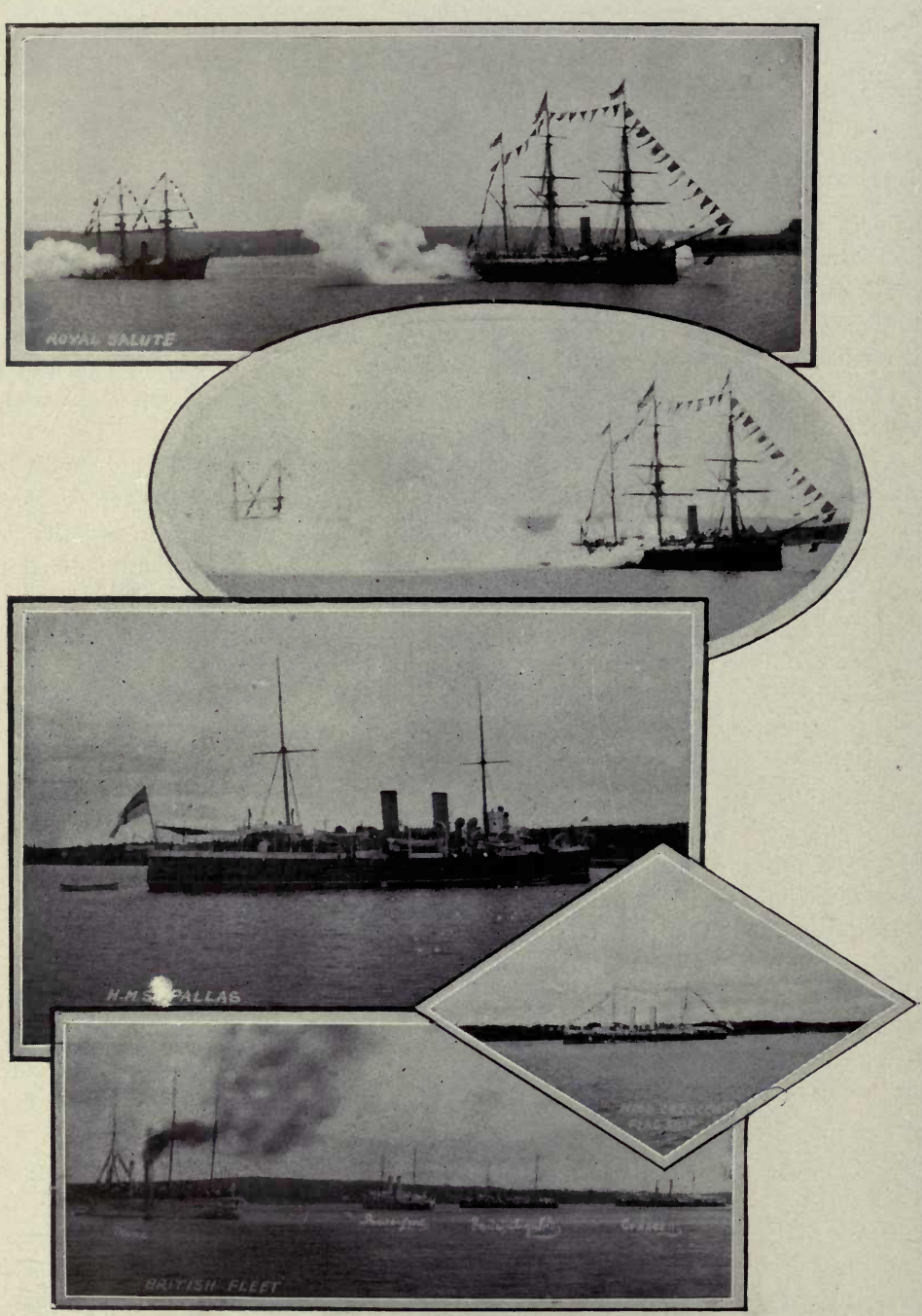
hundred miles nearer Cape Town, South Africa, than any other Atlantic or Gulf port. Trade between this continent and South Africa is sure to develop greatly, and Cape Breton seems destined to share largely in the advantages to be derived from it. But besides the future traffic to South American and South African ports, it is probable that Cape Breton is also destined to share in the commerce of the Pacific. A canal connecting that ocean with the Atlantic, in spite of previous failures, must ere long become an accomplished fact. The construction of such a canal will bring American Atlantic ports 2,000 miles nearer to the markets of the East, and it will also give them an advantage of about 3,000 miles in the trip to New Zealand over European ports by the Suez Canal. Furthermore, Cape Breton stands, as has been aptly said, at the front door of Canada, commanding the increasing traffic by the St. Lawrence, that great water highway of commercial Canada.

The location and characteristics of Cape Breton are indeed very similar in many respects to those of Great Britain. Both are islands, both occupy a commanding position with reference to the neighboring continent, both are rich in mineral wealth, both have coasts indented with many excellent harbors, and in neither of them is any section of the interior far removed from the seaboard. Great Britain can now look back upon well nigh two thousand years of gradual and successful development. Cape Breton, on the other hand, has not yet seen two hundred years of Anglo-Saxon energy and skill. The one is possibly at the very zenith of her commercial and maritime supremacy. The other but sees in dim outline the imperial destiny that nature and Providence have in reserve for her.

The chief harbors of Cape Breton are those of Sydney and Louisburg. Sydney Harbor, which is divided into two arms, constituting respectively the ports of Sydney and North Sydney, is one of the largest and safest in the world. It is not only long and wide, but the average depth is not less than fifty feet. It has been said that all the fleets of the Great Powers might ride in safety in this harbor without unduly crowding one another. There are two bars, known respectively as North and South Bar, which are situated on either side of the entrance to the harbor, thus making a natural breakwater and giving absolute safety to vessels lying at anchor at either Sydney or North Sydney. The water between these bars is wide and deep, and the soundings from the deep sea converge towards the inner harbor in such a way that the bars present no danger whatever to navigators. The approach to the harbor itself is remarkably safe, as it is wide and absolutely free from shoals and rocks; the port is easy of ingress and egress at all weathers and all tides, and fogs are of extremely rare occurrence. Vessels for North Sydney can take a straight course from the entrance of the harbor till their moorings are reached, and owing to the safety of the port and its freedom from fogs, and to the fact that on leaving the harbor mouth vessels



Sydney Harbor as a Naval Rendezvous.

immediately reach the broad Atlantic, outward bound craft can at once make full speed. The only possible objection to Sydney Harbor lies in the fact that it is sometimes blocked with ice in the early spring, and it was therefore at one time considered absurd to speak of the Sydneys as possible winter ports. The steamship "Bruce" of the Reid-Newfoundland Railway Company has disproved this, as through the entire winter she has made regular tri-weekly trips between Sydney and Port-aux-Basques, Newfoundland.

Louisburg Harbor, although not nearly as spacious as that of Sydney, has the advantage of being open all the year round. It has a depth of over fifty feet, and is said to be the only port on this side of the Atlantic where coal can be obtained in winter at mine prices. It is situated on the southeast coast of Cape Breton, a little to the west of Scatarie Island, is well sheltered and has good holding ground, and is almost exactly half way between Europe and the cotton fields of the Southern States. Owing to its close proximity to the Atlantic its waters are never frozen, and it has on this account been selected by the Dominion Coal Company as its winter shipping port.

The advantages possessed by these ports over others on the Atlantic seaboard may be best illustrated by the following list of distances from Sydney or North Sydney to Liverpool, Pernambuco and Cape Town. The distance from Louisburg to these ports is practically the same as that from the Sydneys.

	To Liverpool.	*To Pernambuco.*	*To Cape Town.*
From the Sydneys	2,282	3,567	6,467
From New York	3,110	3,591	6,736
From Newport News	3,157	3,696	6,787
From New Orleans	4,553	4,146	7,355

The distances are given in nautical miles.

The value of both these harbors is well recognized, and they are usually thronged with shipping ranging all the way from the little coasting schooner to the largest ocean tramp. The Dominion Coal Company's fleet is constantly employed in carrying coal from Sydney and Louisburg up the St. Lawrence and to New England ports, and steamers chartered by the Nova Scotia Steel and Coal Company are engaged in similar work from North Sydney. Lines of steamers connect Sydney and North Sydney with Montreal, Charlottetown, Halifax, Boston, New York, Newfoundland ports and St. Pierre.

Both harbors are largely used by vessels calling for orders and for bunker coal. It is an interesting fact that the Sydney coalfield is the only one situated at tidewater on the whole Atlantic seaboard from Labrador to Cape Horn. In the winter of 1901–02 the steamers chartered to carry Canadian hay to South Africa for military use bunkered at Louisburg. Owing to the safety of Cape Breton ports their value for bunkering purposes is sure to be still more fully recognized.

The attention of the British authorities has been directed towards Cape Breton, and it is by no means impossible that Sydney Harbor will be strongly fortified at no far distant date. Such a step would give England one of the best naval bases in the world, as here her North American squadron could always coal, and the erection of large dry-docks would enable damaged war vessels to be repaired at short notice. In case of war the protection of the coal mines from the enemy's fleet would of course be a prime requisite.

For years a Canadian Fast Atlantic Line has been vigorously agitated. The efforts of its supporters should meet with the success they deserve. Owing to their greater nearness to British ports it seems certain that a Cape Breton port must be selected, if not for a terminus, at least for a port of call, for such a line, at any rate for all but the winter months. Practical shipping men have suggested Sydney as that port for nine months of the year with Halifax for the three winter months. Louisburg has also been favorably mentioned in this connection. The present arrangement by which Canadian mails and passengers, including those for the Maritime Provinces, are in summer carried up the St. Lawrence to Rimouski, and in winter go by way of New York, is an anomaly which would not be tolerated in England for a moment. The mails should go by the shortest possible route, and passengers are anxious to travel in the same way. Those who can afford it now never dream of taking a slow Canadian boat to Europe, but always go via New York. A fast line of steamers equal in speed to the best sailing from New York, could not only cross the Atlantic in shorter time, but also carry mails and passengers from the great cities of Canada and the United States to England quicker than is possible by any other route. If the use of a Cape Breton port as a terminus is not regarded as feasible, the use of North Sydney as a port of call, whence mails and passengers could at once go west by a fast express, might well be adopted. The steamer could then proceed with her freight at a slow rate of speed up the St. Lawrence. However, it has been suggested that the difficulty of obtaining sufficient freight for such boats at Sydney would soon disappear. If grain elevators were erected, the coal-carrying steamers engaged in the St. Lawrence trade, in place of returning in ballast, could bring back cargoes of grain to be transferred to steamers bound for Europe. The nearness of these ports to the splendid agricultural districts of Nova Scotia and Prince Edward Island would also soon give rise to a large trade with England in dairy and other farm produce.

Austin Corbin has said : " The introduction of some means of rapid transit between the two English speaking nations, wholly free from inconveniences, delays and hazards due to tides, fogs and storms, encountered in narrow and crowded waterways and along dangerous coasts, is of the utmost importance to all trans-Atlantic travelers, who look upon the voyage as a necessary means to an end. The universal demand is for the shortest possible sea passage for

Moonlight—Atlantic Entrance of Bras d'Or Lakes.

travelers and the quickest delivery of mails. The question in projecting the best trans-Atlantic steamship line is how to secure a route which combines the merits of shortness and directness with safety and comfort to the traveler. In solving the question, ports having *particularly advantageous geographical location for embarkation and debarkation*, and from which vessels can *at once obtain full speed*, must be selected, and ships must be run which have *a maximum of speed* coupled with all the modern conveniences of security and comfort."

SCENE ON SYDNEY RIVER.

PART IV.

DESCRIPTIVE.

CHAPTER XXV.

THE TOWN OF SYDNEY.

ITS FAVORABLE LOCATION—INDUSTRIAL CAPITAL OF THE MARITIME PROVINCES—THREE REQUISITES FOR THE MANUFACTURE OF CHEAP STEEL—SYDNEY HARBOR—WELL PLANNED STREETS—NEW COURT HOUSE—TOWN COUNCIL AND BOARD OF TRADE—FACTS ILLUSTRATING THE RAPID GROWTH OF THE TOWN—FIRE OF OCTOBER 19TH, 1901—ELECTRIC LIGHT AND FERRY SERVICE—RAILWAY AND STEAMSHIP LINES—POPULATION—CHURCHES—SCHOOLS—SOCIAL LIFE—YACHTING—ATHLETICS—HISTORIC BUILDINGS—SCENERY OF THE NEIGHBORHOOD.

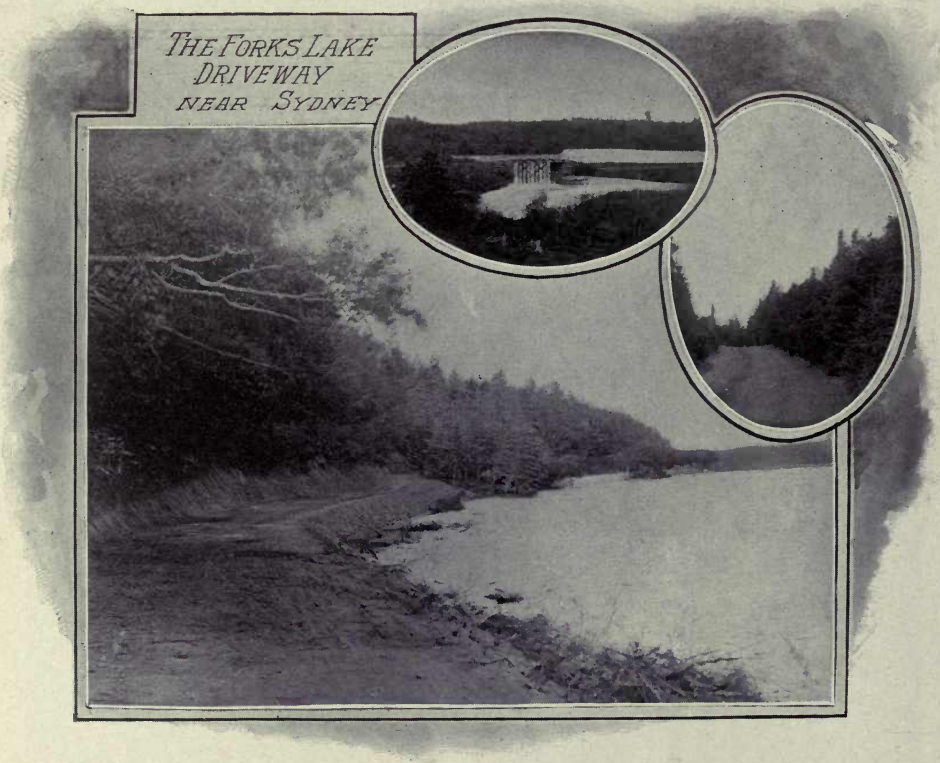
OF all the varying factors which promise future greatness to a town there is none of so great importance as position. When Major DesBarres, Cape Breton's first governor, set about the somewhat difficult task of choosing a location for the capital which he contemplated founding, his knowledge of the coasts and harbors of the island led him to select the peninsula in the southwest arm of Spanish Bay, up to that time known only as the resort of Spanish fishermen in still earlier days. To-day men are beginning to appreciate the foresight he displayed. Sydney, named after the then Colonial Secretary, and founded in 1785 to be the political capital of the island, has now reached a greater distinction and become more widely known as the industrial capital of the Maritime Provinces of Canada. Before the advent of the Dominion Iron and Steel Company in 1899–1900, such a claim would have been manifestly absurd; now it will be admitted by all to be by no means unreasonable.

Andrew Carnegie, the greatest steel-maker of our age, once said: "The city or the nation that can produce the cheapest ton of steel has insured supremacy; the cost of so many other articles depends on the cost of this prime element." To make steel the three requisite raw materials are iron ore of satisfactory quality, coal that is well adapted for the manufacture of coke, and limestone. The town that can produce the cheapest steel must be that in which these three prime elements can be combined at the lowest cost. As a result of her natural location, Sydney at the present time holds this position. The vast coalfields of the Dominion Coal Company extend to her very doors, and limestone of excellent

MOONLIGHT ON SYDNEY HARBOR.

quality abounds near at hand. By the discovery of the valuable iron deposits at Bell Island, Newfoundland, the other requisite raw material can be brought by water at a moderate cost.

But even apart from the manufacture of iron and steel, Sydney and North Sydney occupy important positions, inasmuch as the harbor is one of the best and safest on the Atlantic seaboard, and the coalfields of Cape Breton are the only ones located near tidewater.



The fact that the land upon the peninsula slopes gradually on three sides to the water's edge, renders it admirably adapted for the site of a city. Fortunately for Sydney one of DesBarres' first acts was to have the future metropolis duly laid off by the military engineers. Sydney's straight, wide and well arranged streets are the well-nigh priceless legacy they left to posterity, only fully appreciated when the unexpected industrial development commenced. The story of the founding of the town occupies a part of the section of this work devoted to the history of the island. The iron and steel works and the coal trade are also fully dealt with in their proper places. This chapter, therefore, will treat mainly of the town of Sydney as it appears to-day to the careful observer.

The Royal Cape Breton Yacht Club, at Sydney, hold a Regatta every Saturday Afternoon.

Though shorn of her onetime glory of being the capital of a British province, Sydney still has the honor of being the shiretown of the most important and the most progressive county in the island. The Supreme and County Courts and the County Council hold their sessions here, for the accommodation of which a large and substantial brick Court House was erected in 1901.

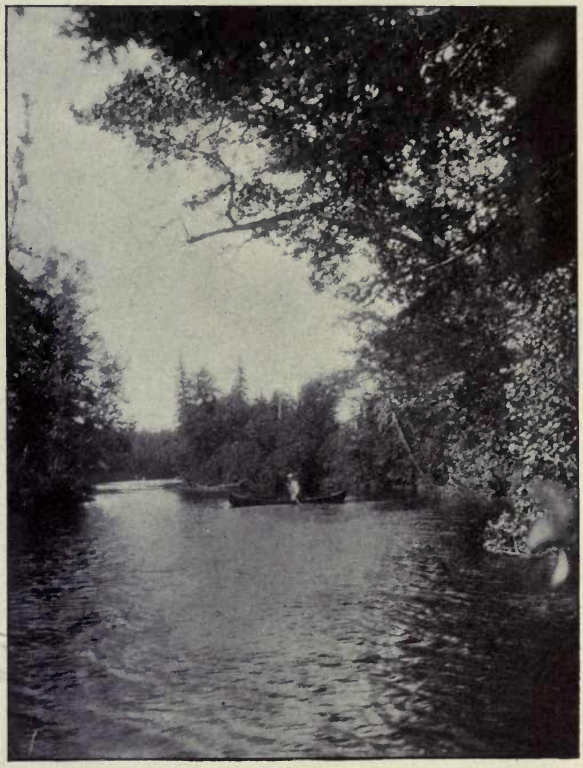
In the development of the town, the Town Council and the Board of Trade have played a prominent part. It is not always that the council of a

BANK OF MONTREAL, SYDNEY BRANCH.

little provincial town of some 3,000 people proves equal to the occasion, when it is called suddenly to expand into a manufacturing city. But both these bodies showed themselves equal to the call. It was largely through their exertions that the town was finally selected as the site for the works, and since that date their efforts in meeting the needs of a community developing with rapid strides in every direction, have been untiring. Since the advent of the works the town has been extended far beyond its former limits, two new wards being added. It now occupies an area about five miles in length by two in width. Ashby and Colby are two of the most promising of the new sections, and the

district known as Whitney Pier, which had but a few residents when the plant was begun, now has a population of some 4,000.

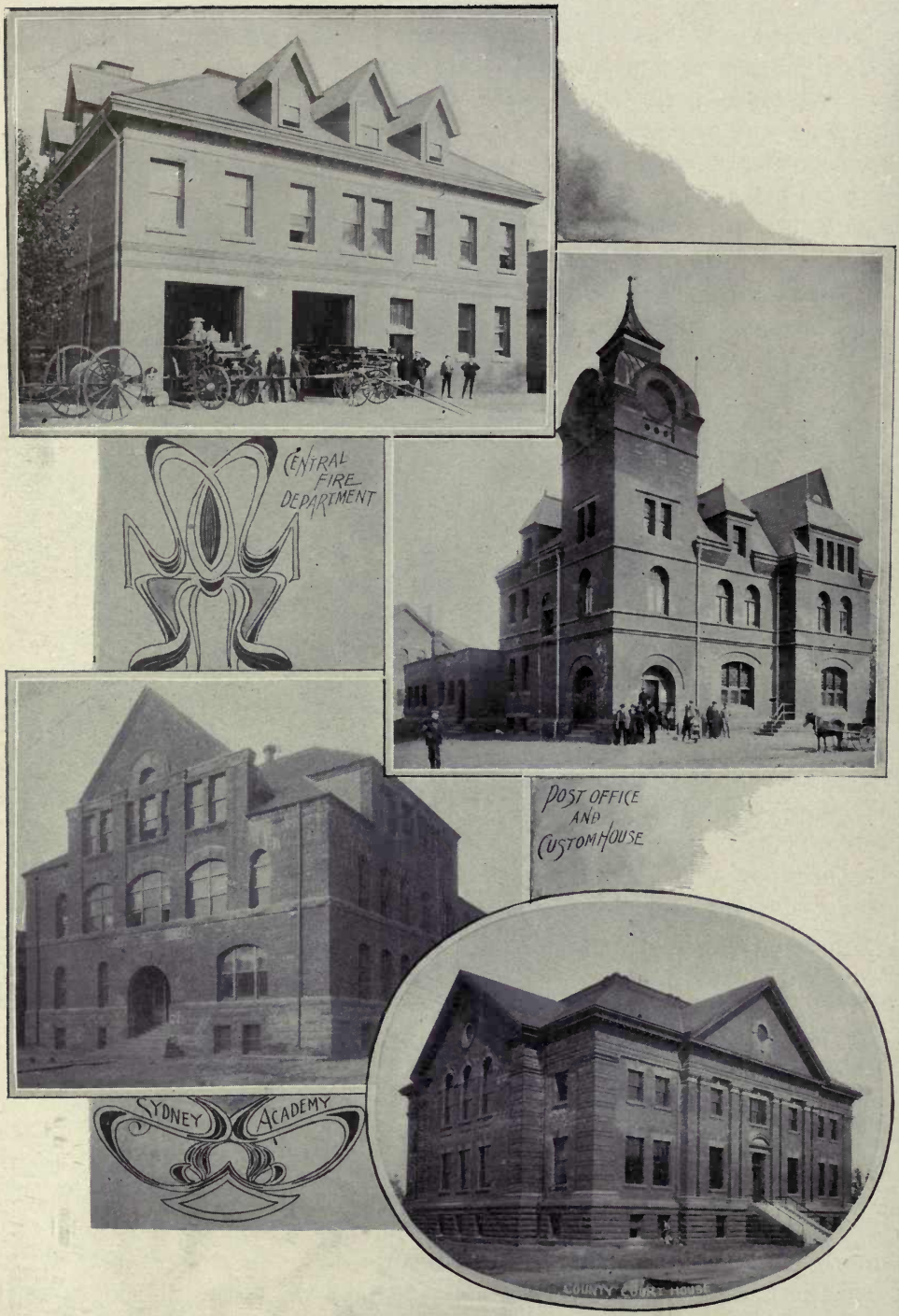
The following facts illustrate the advance the town has made in three years. There are now over fifty miles of streets in place of twenty ; the principal streets have been macadamized and sidewalks of concrete or asphalt constructed ; the assessed value, which in 1899 was only $921,462, had, at the end of 1902, risen to over $5,000,000, an increase of about six hundred per cent. Trade also has developed enormously. The freight receipts of the Intercolonial Railway for the year 1900-1901 were nearly four times, and the passenger receipts nearly five times as much as for 1898-1899. A number of additional banks have commenced business, several of which have erected substantial buildings, and new stores and hotels in great numbers have been built. The residences of the people are generally of a superior type, some of the newer buildings being of especially creditable architectural design.



View Looking up Crawley's Creek.

The business section of the town suffered considerably in the serious fire of October 19th, 1901, several blocks being completely wiped out. In this misfortune the merchants involved showed the most commendable promptitude, and almost before the ashes were cold, a considerable portion of the burnt district was covered by temporary buildings. These have now been replaced by substantial modern brick stores. Few private residences were destroyed, and although the fire was the cause of many heavy losses, it was undoubtedly a blessing in disguise, affording an excellent opportunity for the entire modernizing of the leading commercial section of the town. It also brought about a vast improvement in the fire service.

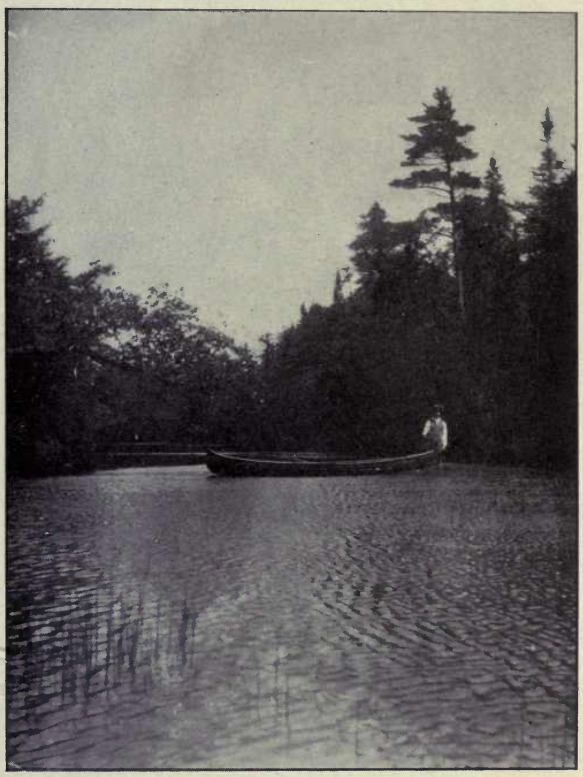
The Cape Breton Electric Company furnish the electric lighting service, and they also operate the ferry service between Sydney and North Sydney, a



Some Public Buildings at Sydney.

distance of five miles. During the day a boat leaves each town every hour from 6.30 A.M. to 6.30 P.M., calling on the way at the International Pier, and on some trips at Victoria Pier and Point Edward, besides which there are also several boats each way during the evening. The company have also installed an electric tram service connecting various points of the city and extending thirteen miles to Glace Bay.

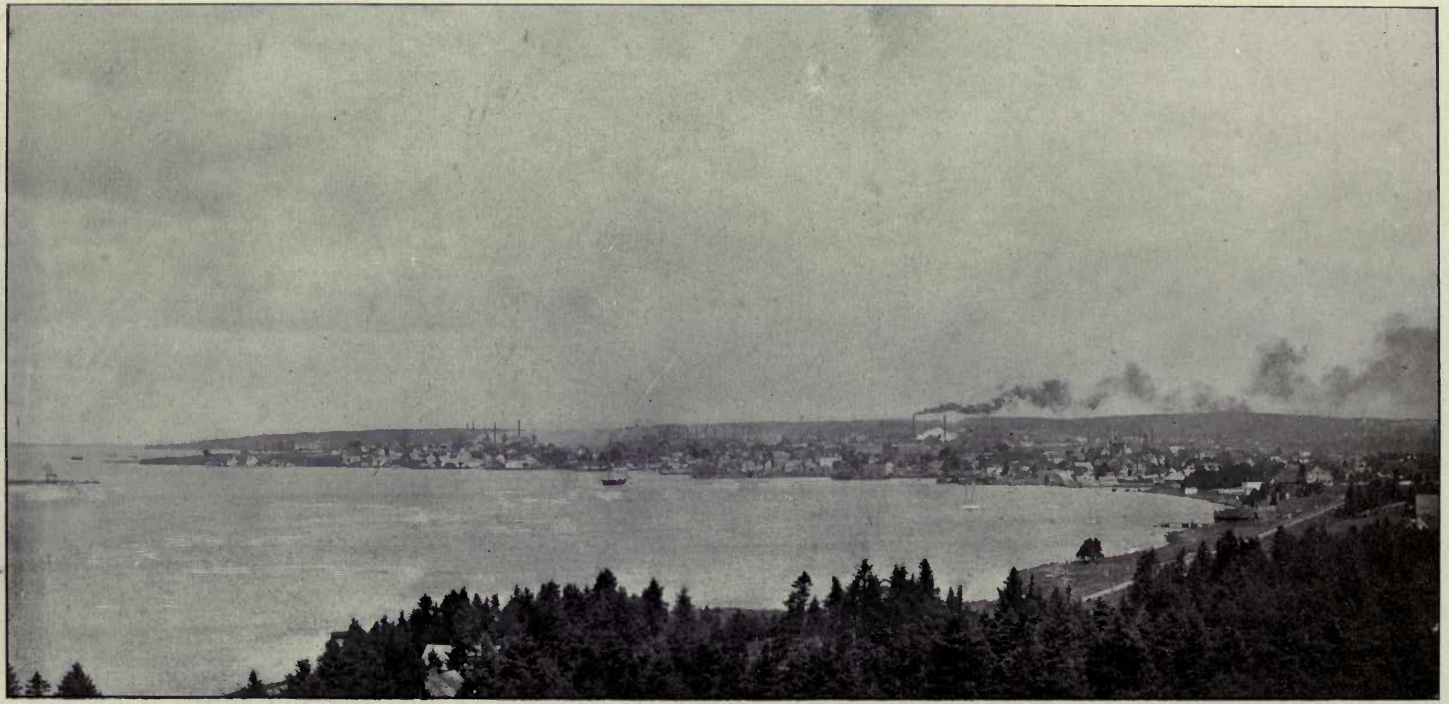
Sydney occupies an important position as the terminus of the Intercolonial Railway, and it also forms the connecting link between that railway and the Sydney and Louisburg line, which traverses the rich coal-mining district to the south, and has its other terminus in historic Louisburg. In addition to the ferry service, the boats of the Bras d'Or Steamboat Company leave several times each week for Baddeck, Whycocomagh, and other points on the Bras d'Or Lakes, and also perform a service to the ports on the northern shores of Victoria County. The Black Diamond line carries passengers to and from Quebec, Montreal, and St. John's, Newfoundland.



River Scene Near Sydney.

Sydney has a Post-office of brick and stone erected by the Dominion Government. The post-office returns give some idea of the town's growth. The sale of stamps, which in 1898-1899 stood at a little over one thousand dollars had, by 1901-1902, gone up to over seventeen thousand dollars, during the same period the value of the money orders issued increasing nearly ten fold.

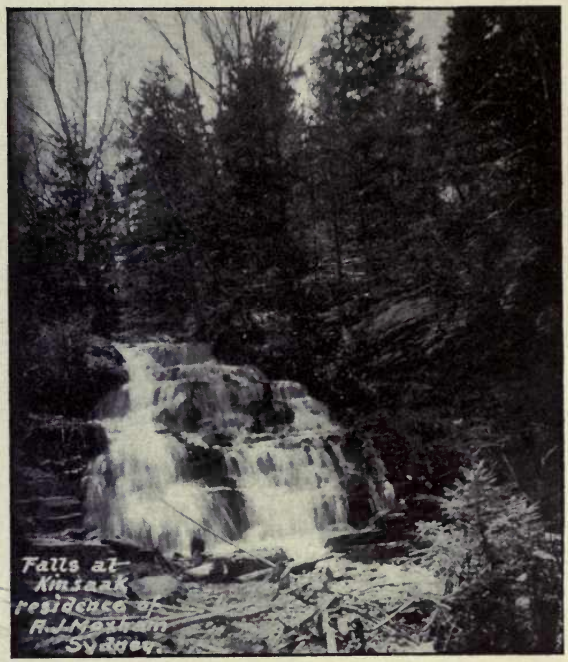
The census returns of 1901 gave the population as 9,909, as compared with 2,427 in 1891. An interesting fact regarding the population of the town is its cosmopolitan character. Besides the Canadian-born inhabitants, there are numbers of Americans, many English, Scotch and Irish, quite a number of French, scattered representatives of Germany, Norway and Sweden, a strong



TOWN OF SYDNEY FROM THE TOWER OF KINSAAK.

Italian colony, a number of Hungarians in the Whitney Pier district, not a few Jews, numbers of negroes from Alabama employed at the furnaces, and the now ubiquitous Chinese laundryman.

The religious welfare of the community is well looked after by the various churches, all of which are doing the utmost in their power to meet the increased spiritual needs of a rapidly growing community. The churches of Sydney are: Roman Catholic—The Sacred Heart, and the Church of the Holy Redeemer at Whitney Pier. Anglican—St. George's, St. Alban's at Whitney Pier, and Christ Church. Presbyterian—St. Andrew's, Falmouth Street Church, and St. James at Whitney Pier. Methodist—Jubilee Church, and Victoria Church at Whitney Pier. Baptist—Pitt Street Church and Bethany with services at Alexandra Hall. The Salvation Army also have barracks, and an African Methodist Church has been organized. The churches are ably assisted in their efforts to uplift the community by a number of useful organizations. The Y. M. C. A. has a large building on Charlotte Street, with lecture hall, reading and games rooms, library and reception apartments, and a well equipped gymnasium. Not only are various religious services held, but during the week classes in many branches of useful knowledge are taken by capable teachers. There are, also, the Catholic Mutual Benefit Society which has a large hall and an extensive membership; the League of the Cross, a Roman Catholic total abstinence society; the Epworth League (Methodist), the Young People's Society of Christian Endeavor (Presbyterian), Brotherhood of St. Andrew (Church of England), and the Sons of Temperance.



As to education, the town of course enjoys the public school system of Nova Scotia. In addition to the various buildings used by the lower grades, Sydney is the seat of the County Academy, where students are prepared for matriculation into the universities, for the examinations for teachers' licenses, and for business life. The new Academy, which is a handsome structure of stone

and brick, was completed in February, 1902. It is heated and ventilated on the most approved principles, and contains, besides a large assembly hall, spacious class-rooms, library, music room, laboratory, gymnasium and manual training room. The Convent of the Holy Angels conducts a large girls' school, which forms part of the public school system, and they also receive pupils as boarders, and give instruction in music, French, drawing and needlework, in addition to the usual branches.

The people of Sydney are hospitable, their social life is genial, and throughout the year dances, at homes, boating, tennis or skating parties, are taking place. The town has a number of clubs. The Sydney Club was founded in 1871, and numbers amongst its members many of the leading professional and business men of the community. The Cape Breton Club, founded in 1899, has since been merged into the Royal Cape Breton Yacht Club, which draws its membership both from the officials of the Steel Company and the leading citizens generally. The various fraternal organizations, the Masons, the Foresters, the Oddfellows, and the Orangemen, all have strong lodges. The Italians have recently started a fraternal organization of their own, called in honor of their distinguished countryman, the Sebastian Cabot Society.

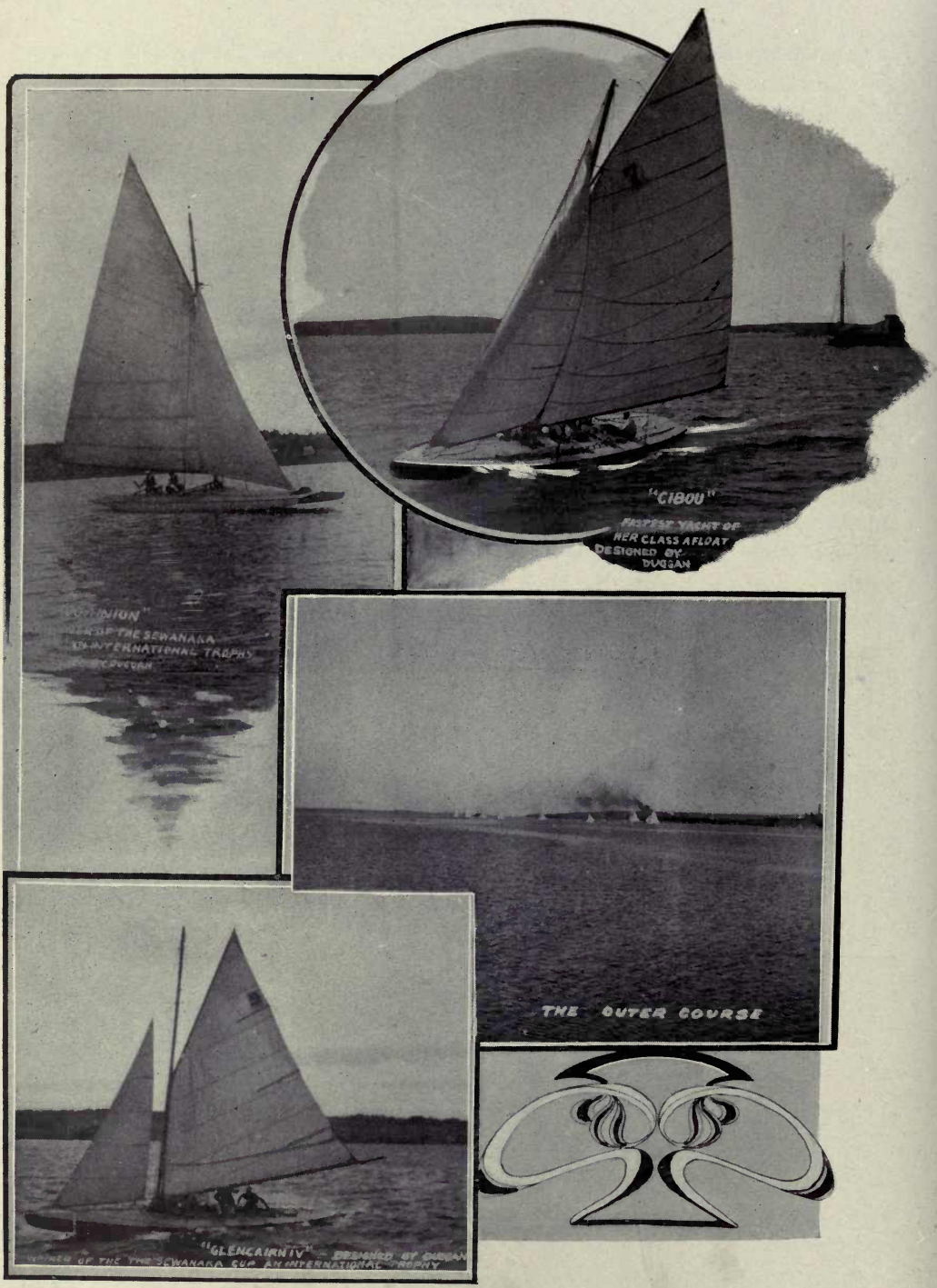
Sports and athletics are by no means neglected. The Royal Cape Breton Yacht Club is the only institution of the kind in the island. It owns a well appointed club-house, situated at the water's edge, and during the summer yacht races are held every Saturday afternoon. Among the yachts owned by the members of the club are the "Cibou," so called from the old Indian name of Sydney Harbor, the "Dominion," "Tiree," "Dione," "Glencairn I," "Glencairn IV," "Bebelle," "Colinet," "Gull" and "Grayling." On a fine afternoon the beautiful harbor, studded with the white sails of the fleet, presents a charming sight. The Sydney Amateur Athletic Association, organized in 1900, is affiliated with the Maritime Provinces Association. The tennis club, the golf club, the curling club and numerous hockey clubs all afford opportunity for athletic exercises. The Rosslyn Rink was opened in 1899, when a reception was held for Sir Wilfred Laurier, the Premier of the Dominion. During the summer months Sydney Harbor is frequently visited by the ships of both the British and the French North Atlantic squadrons. At such times society events are especially numerous and brilliant.

The modern town possesses but few buildings that link it with the Sydney of earlier days. In Victoria Park, pleasantly situated on a high bluff overlooking the harbor, stands what is left of the old barracks, once used by the soldiers of the various regiments stationed here at different periods in the good old times. The old Court House, a large square wooden building, is also in close proximity to the barracks. St. George's Church is closely associated with Sydney's past, dating back to the first settlement of the town. In times

long past, besides being the parish church, it also formed the garrison chapel, and the troops had a special portion of the building allotted to them. Within its walls most of the men intimately associated with the early days of the town have worshiped. In the chancel there is a beautiful window in memory of the late Bishop Binney, of Nova Scotia, who was born in Sydney when his father occupied the position of rector of St. George's, and in the nave there are memorial windows to the Hon. John Bourinot, father of the late Sir John Bourinot, the well known historian, to the late Judge Murray Dodd and to his wife. St. George's Church, which is of stone, was rebuilt about forty years ago, and in addition to its historic interest, is an ornament to the town. St. Patrick's, the picturesque little Roman Church on the Esplanade, was erected in 1828, and was continuously used till 1874, when the first Church of the Sacred Heart was erected. It was again used after the destruction of the newer edifice by fire, until the present spacious church was built.

The scenery in the neighborhood of Sydney is charming. There are a number of pleasant drives, the most popular being that to the Forks Lake. The Sydney River and Crawley's Creek are both ideal spots for private boating parties. For the tourist the town with its many hotels forms convenient headquarters.

Such in brief is busy Sydney at the beginning of the Twentieth Century. It does not require prophetic foresight to see that it has great possibilities before it. With a past interwoven with the history of our land, a present that has surprised the continent, and a future ripe with the promise of manifold developments, Sydney may well rest satisfied.



Crack Yachts of the Royal Cape Breton Yacht Club, Sydney.

CHAPTER XXVI.

NORTH SYDNEY.

ITS UNRIVALLED POSITION—THE HARBOR—STEAMSHIP "BRUCE"—OTHER STEAMSHIP LINES—PROPOSED CANADIAN FAST ATLANTIC SERVICE—FIRST SETTLERS—"THE BAR"—INCORPORATED IN 1885—WATER SYSTEM—TOWN COUNCIL AND BOARD OF TRADE—NOVA SCOTIA STEEL AND COAL COMPANY'S PIERS—GOVERNMENT WHARF—WESTERN UNION CABLE OFFICE—MARINE SLIP—POPULATION—CHURCHES—SCHOOLS—SOCIAL AND ATHLETIC ASSOCIATIONS—PLEASANT TRIPS FOR TOURISTS.

HE town of North Sydney, situated upon the shores of Sydney Harbor, and almost in the centre of the peninsula formed by the harbor and the Little Entrance of the Bras d'Or Lakes, occupies an unrivalled position. To the east of it lie the splendid coalfields of Sydney Mines, to the west and north the excellent farming sections of George's River, Bras d'Or and Boularderie.

As a result of her natural advantages North Sydney was selected as the Canadian port to which the S. S. "Bruce" and other boats of the Reid-Newfoundland Company run from Port-aux-Basques. All through the winter the "Bruce" rarely fails to make her three regular trips a week. The traffic with Newfoundland is rapidly increasing. When the day arrives, as it inevitably must, that Newfoundland elects to enter the Canadian confederation, North Sydney will benefit immensely. Already the outports on the western shores of Newfoundland do a large trade with this town. When the unnatural tariff barriers which now exist are removed, this port will be more fully recognized as their natural trading centre.

In addition to the boats of the Reid-Newfoundland Company, those of the Black Diamond line connect North Sydney with Montreal, Quebec, Charlottetown, and St. John's, Newfoundland; the "Harlaw" with Halifax, the outports in northern Cape Breton, and the western shore of Newfoundland; the "Pro Patria" with the French islands of St. Pierre and Miquelon; the steamers of the Bras d'Or Steamboat Company with Hawkesbury, the ports in the Bras d'Or Lakes, and with those in Victoria County; and two ferry services with Sydney. The harbor is frequented by numbers of sailing vessels, some engaged in the coasting trade in coal, others in the deep sea fisheries. The American mackerel schooners may often be seen in great numbers in the autumn.

North Sydney has attracted considerable attention as the possible Canadian terminus or port of call for a Fast Atlantic Line. Owing to the fact of its greater

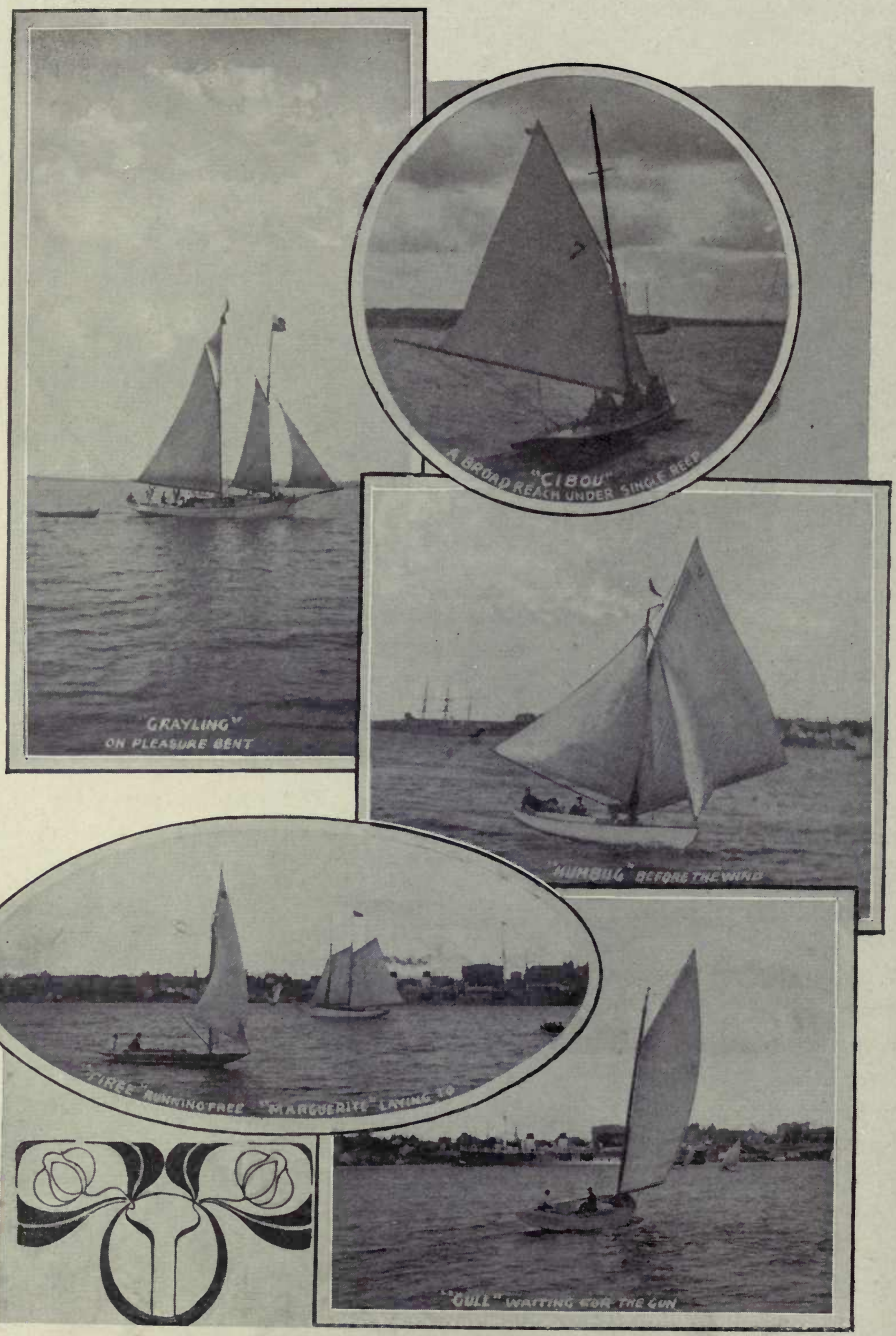
SCENES AT NORTH SYDNEY.

proximity to European ports over any others on the Atlantic coast, it has undoubted advantages for this purpose. It is claimed that the founding of such a line with this port as its terminus, would in time attract the bulk of the passenger travel between the continents, thus conferring a large benefit upon Canada.

The first settlers on the shores of the northwestern arm of the harbor were some of the United Empire Loyalists. Later on the General Mining Association, an English company which then owned the Sydney Mines collieries, erected a shipping pier at this place, then and for many years subsequently, known as the Bar, or North Bar. From that time forward North Sydney's future was assured. The presence of the shipping pier gradually attracted enterprising business men, and almost imperceptibly the town grew up. Unfortunately it was not well laid off in earlier days, and thus at present the principal business streets are both winding and narrow. The town is now rapidly expanding to the north and to the west, and all the newer streets are of ample width. Many modern residences have been erected, and in this matter North Sydney can fairly hold its own with any town in the province. Its charter was granted in 1885, it having the honor of being the first town in Cape Breton to apply for incorporation. Since then it has had but three mayors, and many of its councilors have served almost continuously since that date.

Probably no town in Canada has in proportion to its size a larger or a purer supply of water. It is obtained from Pottle's Lake, which has an area of about 1,200 acres and is fed by perennial springs. This lake is about two miles to the rear of the town. To increase the pressure for fire purposes, the water is pumped up to an elevation of a hundred feet above the lake to a reservoir with a capacity of one million gallons. As shown at recent fires, this gives a good water service with a thoroughly adequate pressure. The quantity of water available for future use may be estimated from the fact that at the present time, in addition to the water used by the town, about eight million gallons a day of surplus water are discharged into the harbor. In 1901 the Town Council very wisely installed a complete and thoroughly satisfactory sewerage system. The Board of Trade have enacted a prominent part in the development of the town, more especially in marine and commercial matters. The Cape Breton Electric Company supply both the town and private citizens with lights. There is a government building of solid stone construction, containing both Post-office and Custom House.

The Nova Scotia Steel and Coal Company have at this port their coal-shipping piers, at which both steamers and sailing vessels may nearly always be seen. The company have erected a large modern coal-shipping pier, which is one of the most complete in the island. There are no less than seventy chutes, and it is so constructed as to accommodate vessels of all sizes from the largest steamers to the smallest coasting craft. In view of the rapidly increasing traffic



YACHTS OF THE ROYAL CAPE BRETON YACHT CLUB, SYDNEY.

between Canada and Newfoundland via North Sydney, the Government is to increase the terminal facilities at this port.

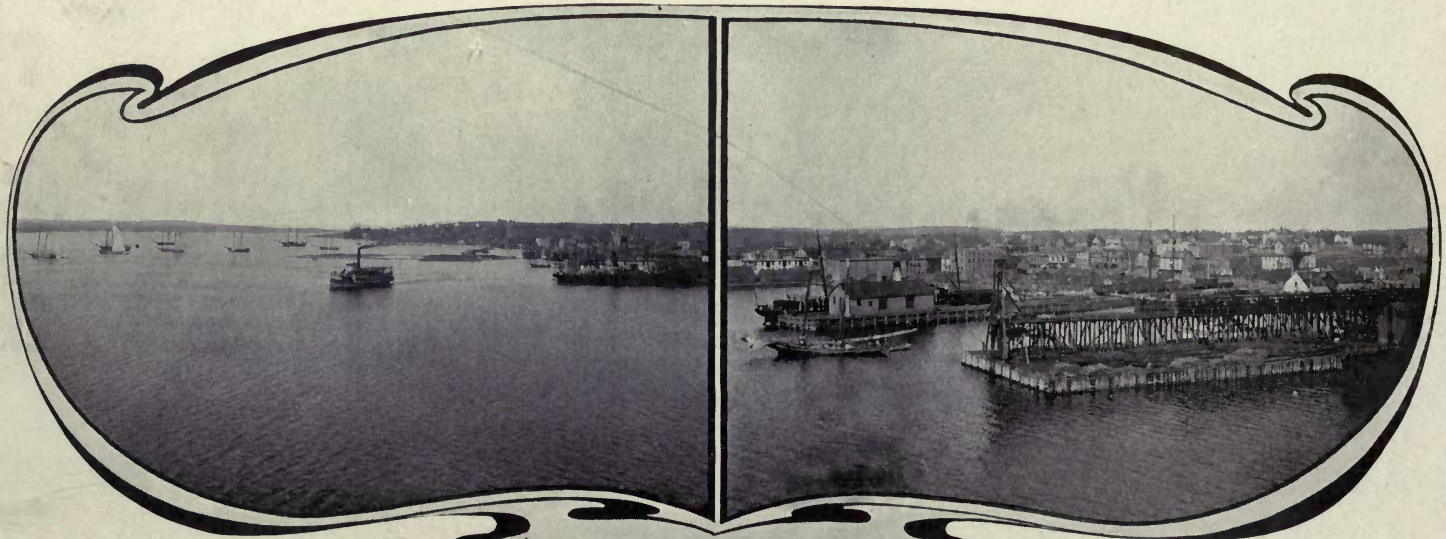
One of the features which has contributed greatly to the prosperity of North Sydney has been the Western Union Cable Office which, with Heart's Content, Newfoundland, forms one of the connecting links between Europe and America. The company have always paid liberal salaries, and have thus been the means of placing large sums in circulation in the town. The staff numbers about fifty and the business is rapidly increasing. The office is complete in appointment and the instruments are of the most modern type. The receiving hut of the cable is located at Lloyd's Cove, Sydney Mines.

The marine slip, situated near the Y. M. C. A. building on Commercial Street, gives employment to a number of men, during the year many sailing vessels and small steamers being repaired. In earlier days quite an extensive business in the building of wooden ships was carried on in the town, and it is hoped that ere long North Sydney may again be known as a ship-building place, this time of vessels of steel in place of wooden ships. The shores of the harbor afford every inducement for such an enterprise to be located in or near the town.

The population of North Sydney at the last census was 4,646, and like that of the sister town across the harbor, it is of an extremely cosmopolitan character. Much of the increase has been due to the influx of Newfoundlanders who have found ready employment in the improvements carried on by the town, in the erection of the company's pier, in going to sea, and by laboring at the construction works of the Dominion Iron and Steel Company across the harbor.

In religious matters the Roman Catholics have the largest congregation, the Anglicans ranking second. The churches are: Roman Catholic, St. Joseph's; Anglican, St. John Baptist's; Presbyterian, St. Matthew's; Baptist, Calvary, and Methodist. In the early days all the religious bodies, except the Roman Catholics, worshiped in the Bethel, a quaint building which still remains a somewhat battered relic of days that are gone forever. The Y. M. C. A. building is fitted with a large hall, reading and games room, and is situated in the centre of the town. The congregation of St. Joseph's Church have recently erected a spacious parish hall, where the C. M. B. A. and the League of the Cross hold their meetings, and whose reading and games rooms are open to young men, irrespective of creed.

Educational matters are in a flourishing condition. There is a well equipped high school building with a large staff of capable teachers. Numbers of pupils from the country districts attend the classes for the more advanced grades. The school conducted by the sisterhood in connection with St. Joseph's Church has exercised a marked influence in encouraging a good tone in the section of the town in which it is located. The sisters also give instruction to private pupils in music, painting and drawing.

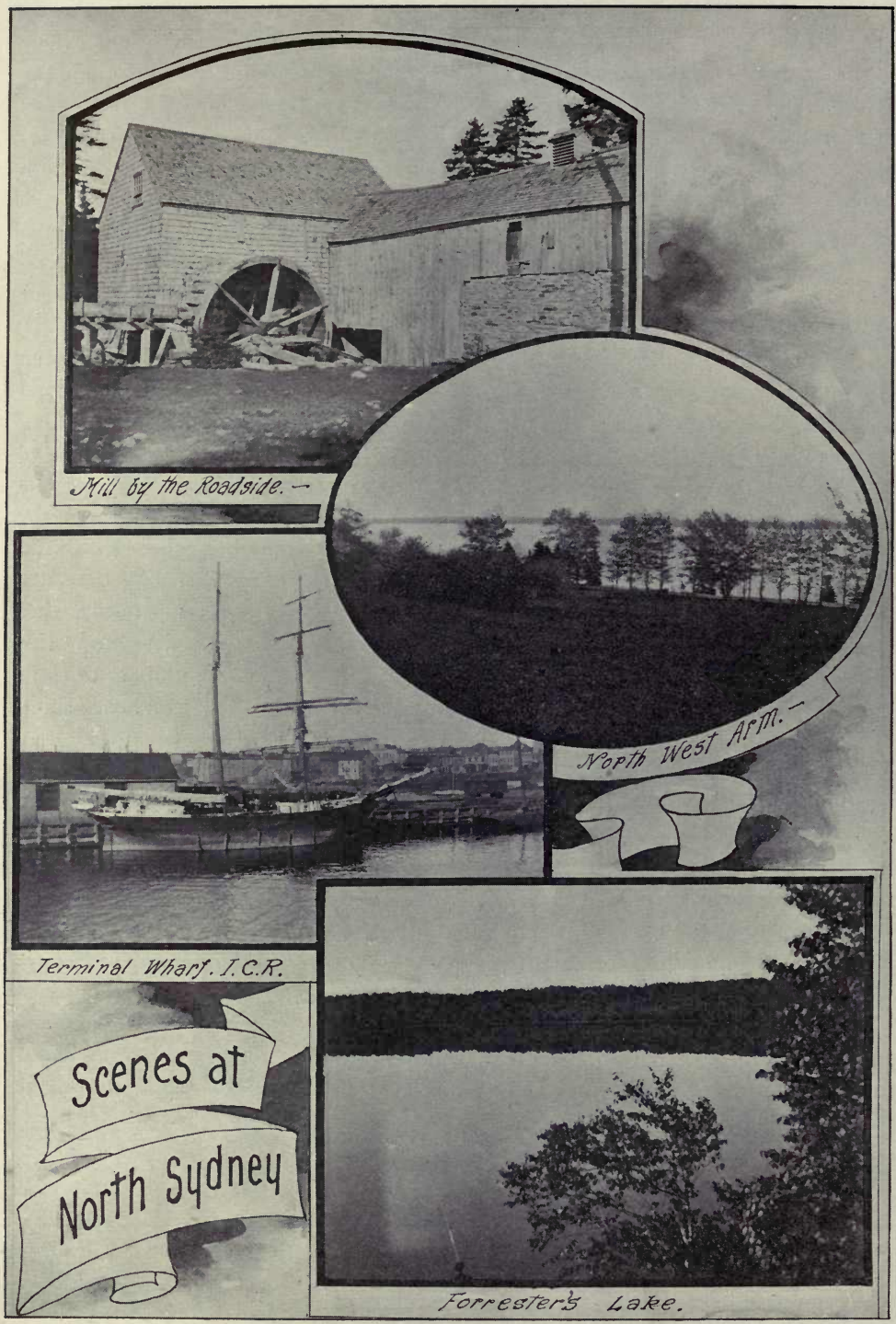


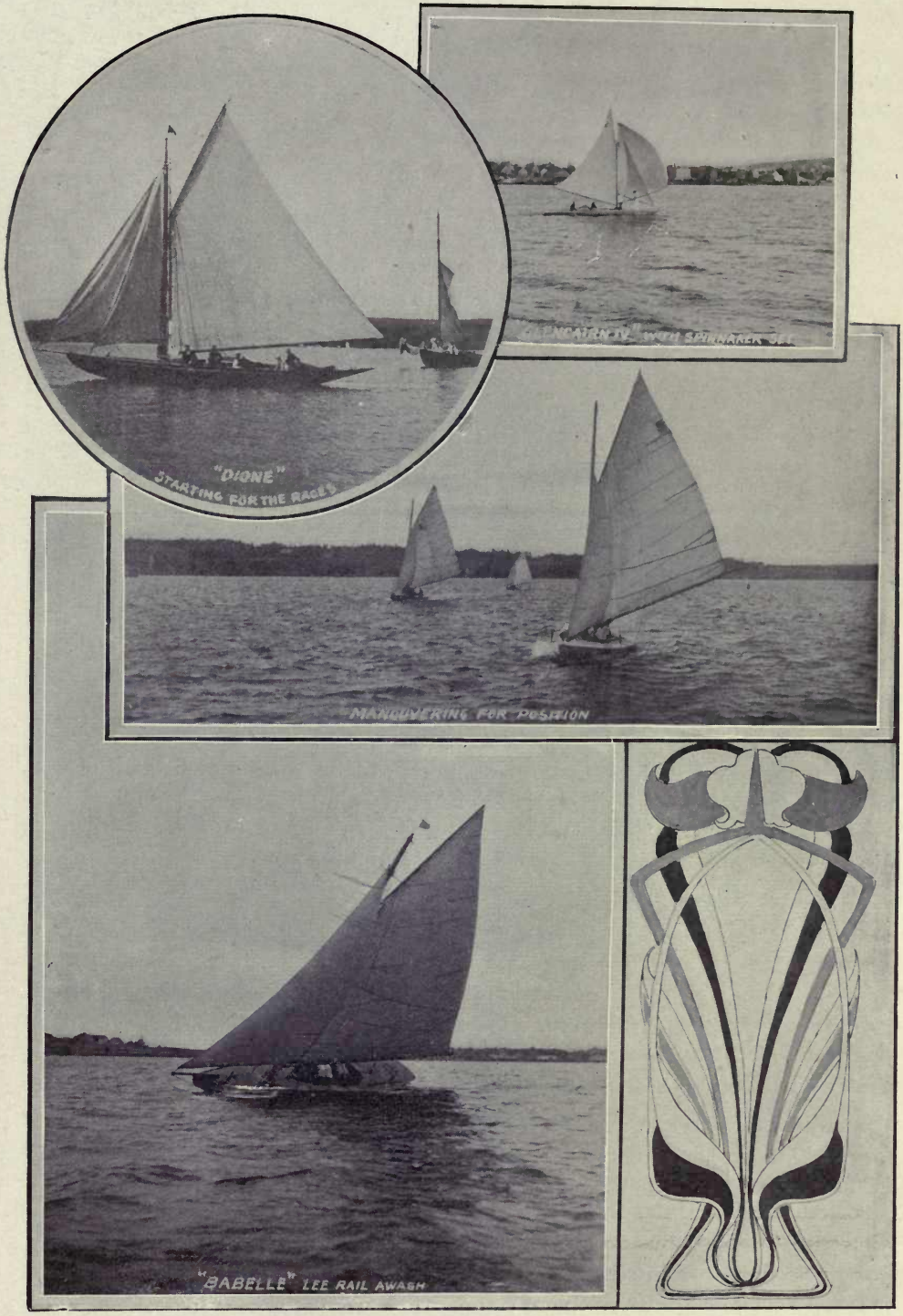
TOWN AND HARBOR OF NORTH SYDNEY.

North Sydney is well provided with social and athletic associations. The North Sydney Club, organized in 1889, has rooms on Commercial Street, and the Masons, Oddfellows, Independent Order of Foresters, Canadian Order of Foresters, United Workmen, and Orangemen, all have prosperous lodges. In temperance matters the Sons of Temperance and the League of the Cross are both doing useful work. There are also a very active amateur athletic association, a curling club and several hockey teams. The North Sydney Driving Association owns a fine driving park, and here half-yearly trotting races are held in addition to the sports conducted under the auspices of the North Sydney Amateur Athletic Association.

The town is well supplied with good hotels, and numbers of tourists often remain for several weeks at a time during the season. The town from its central position offers great inducements to those who wish to see the most interesting sections of the island. The visitor can sail over the placid waters of the beautiful Bras d'Or, returning to North Sydney the same or the following day; he can take the steamer and visit the picturesque scenery of St. Ann's and Ingonish; or he can drive around the northwest arm of the harbor, than which no pleasanter one can be imagined. A few miles' drive in another direction will take him across the peninsula to the shores of the Bras d'Or, whence if he wishes he can return home by way of busy Sydney Mines, taking in the delightful drive from that town to North Sydney along the harbor front. From six to eight hours at sea will land him among the grand scenery and the excellent fishing of Newfoundland. Yet another trip deserves to be more widely known than it is. After a few hours on the "Pro Patria," the tourist may reach St. Pierre, where he will find himself in another country, amidst a people of another speech. St. Pierre and Miquelon are now the only relics of the once wide domain of France in America. The curious customs, the quaint ways, and the hearty hospitality of the people, will all commend these islands to the visitor's delighted interest.

Standing at the beginning of a new century, it is easy to see that the future has great things in store for North Sydney. To the eye of the impartial observer who endeavors to compare the outlook for the two towns, it would perhaps seem that Sydney's greatness will depend mainly on industrial developments, that of North Sydney, on the other hand, principally on maritime and commercial enterprises, while at the same time the leading characteristics of the one will also be found, though somewhat less prominently, in the other.


Mill by the Roadside.—
North West Arm.—
Terminal Wharf. I.C.R.
Scenes at
North Sydney
Forrester's Lake.



YACHTS OF THE ROYAL CAPE BRETON YACHT CLUB, SYDNEY.

CHAPTER XXVII.

SYDNEY MINES.

AN ATTRACTIVE MINING TOWN—GENERAL MINING ASSOCIATION—CONDITION OF THE PLACE IN 1827—SUBSEQUENT STEADY PROGRESS—PLANT OF THE NOVA SCOTIA STEEL AND COAL COMPANY—POPULATION—CHURCHES—SCHOOLS—FRATERNAL AND BENEFIT SOCIETIES—STORES AND RESIDENCES—SYDNEY COAL COMPANY'S MINE AT BARRINGTON COVE—LLOYD'S COVE—THE FORT—VISIT OF KING EDWARD VII IN 1860.

YDNEY MINES, which is situated about three miles to the east of North Sydney, of which it is in reality the mother town, has been not inaptly described as "by far the most attractive mining town in the province." Mining towns are as a rule far from pleasing in appearance, but Sydney Mines, owing to its position by the sea, and to the fact that its houses are somewhat thinly scattered over a large extent of territory, affords the exception.

The town is now connected with North Sydney by the pleasant road which skirts the picturesque shores of the harbor and by the railroad of the Nova Scotia Steel and Coal Company. An electric tramway now in course of construction will bring the two towns into still closer touch. Sagacious citizens of both places, recognizing the community of interest of the two towns, and foreseeing that as each extends its borders there will be a continuous line of residences between them, look forward to their becoming one municipality at no far distant date. When this occurs the population of the united towns will likely equal that of any other town in the island, so rapidly are they both developing at the present time.

Sydney Mines is one of the oldest English settlements in the island. It owes its being to the existence of the valuable coal mines, from which its name is derived, and which were worked in early days by the government, and also at various times by different lessees. The real history of the place, however, dates from the year 1827, when the General Mining Association, of London, England, took over the mines and commenced the improvements which have ever since been gradually going on. It is interesting to compare the condition of the place in that year with its present prosperous state. The late Richard Brown, who then became the company's manager, and whose son, R. H. Brown, held the same office till after the property had been transferred to the Nova Scotia Steel Company in 1900, thus describes it:

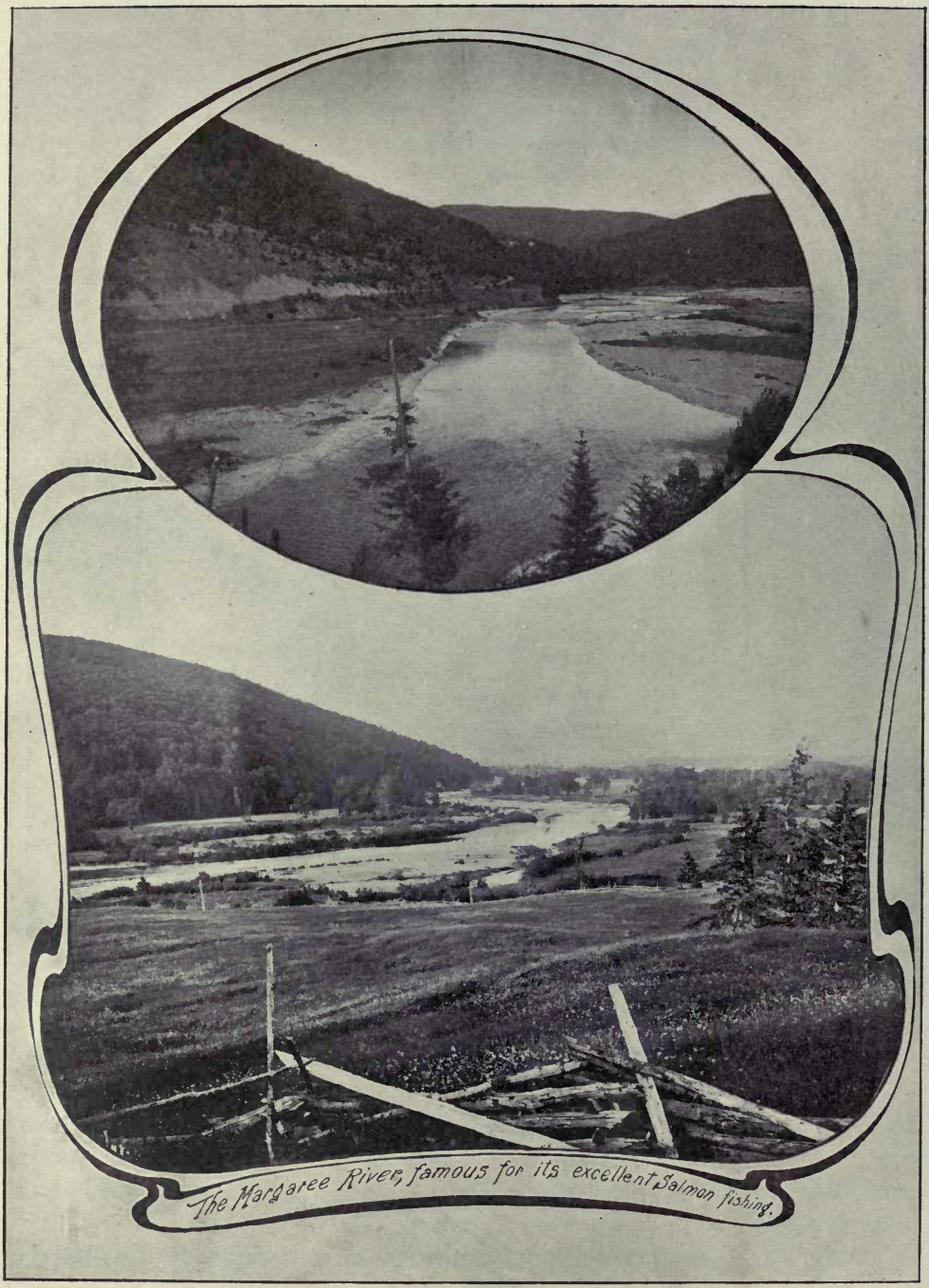
"No improvements had been made upon the four hundred acres of excellent land belonging to the mines; the roads were scarcely passable, and of

houses there were none, except the workmen's barracks, half a dozen log and sod huts occupied by the over-men and mechanics, a couple of storehouses, and an old frame house, perfectly innocent of paint, belonging to the managing lessee of the mines. There was neither a schoolhouse nor place of worship, except a small Roman Catholic chapel, where the priest from Sydney officiated once, or perhaps twice, in the course of a year." Mr. Brown relates that owing to the house having been built over some old workings, which had since settled

Scenes among the Coves of Sydney Harbor.

down, one side of the sitting-room floor was inconveniently below the other. The government superintendent of mines in those days, a retired naval officer, would generally preface his remarks, when upon his annual tour of inspection, with the words, "Well, Mr. Brown, I see you are still carrying top-gallant sails; recollect there is a heavy ground swell; take care you don't come to grief some of these days!"

Under the General Mining Association the place progressed steadily onwards, never attracting undue attention, but ever advancing in a thoroughly satisfactory manner. Since the transfer of the mines to the Nova Scotia Steel



The Margaree River, famous for its excellent Salmon fishing.

(now the Nova Scotia Steel and Coal) Company a number of important developments have been made. In 1901 the company erected modern coke ovens and a coal-washing plant, and in the year 1902 they erected a large modern blast-furnace. A full description of these, together with one of the coal mines themselves, is given in another section of this work.

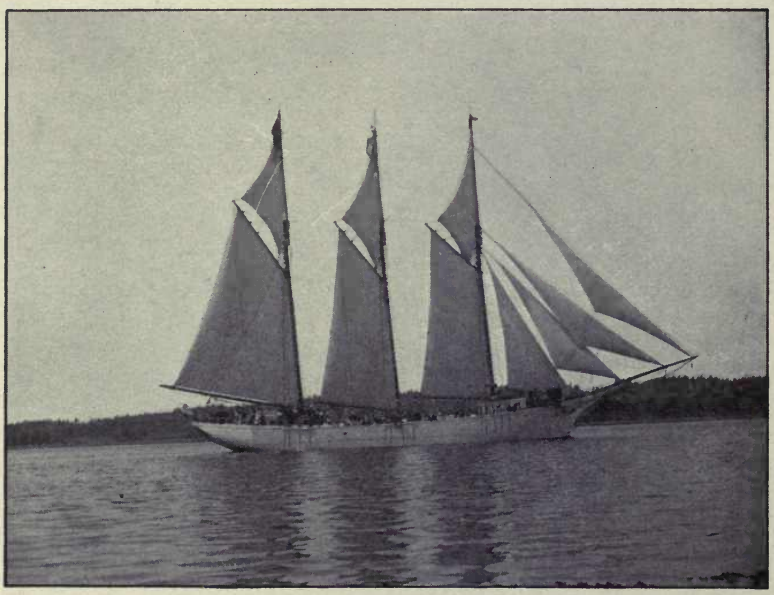
Sydney Mines was incorporated in 1890, and since that date its municipal government has always been most energetic in advancing the interests of the community. The census (1901) gave the population of the town as 3,300, but since then it has made marked increase. The churches are: Roman Catholic, St. Mary's; Presbyterian, St. Andrew's; Anglican, Trinity Church, and the Methodist. The Roman Catholics comprise about fifty per cent. of the total population. The town is making rapid improvements in its educational facilities. A new Academy, costing over $12,000, has just been erected near the company's general offices. The convent school, which is in connection with the public school system of the province, is ably conducted by sisters of the congregation of Notre Dame. There are also two schools at Bog Row and one at Centreville, the latter a district situated between Sydney Mines and North Sydney.

Sunset, Sydney Harbor

The place is well off in the matter of fraternal and temperance organizations. On the main road to the business section of the town four halls may be noticed, belonging respectively to the St. Mary's League of the Cross, a Roman Catholic temperance organization, to the Archangel Division of the Sons of Temperance, to the Independent Order of Oddfellows, and to the Orange order. Besides these there are the C. M. B. A., meeting in the League of the Cross hall, the Sons of England, meeting in the Orange Hall; a parish society in connection

with Trinity Church; the order of Christian Endeavor connected with St. Andrew's, and a branch of the Society for the Prevention of Cruelty. The Miners' Relief Society is a most important organization, and receives assistance both from the government and the company.

The town is well supplied with stores, and numbers of enterprising business men are coming to the place. The Nova Scotia Steel and Coal Company have just completed the erection of a large new store to replace their older building. The houses of the miners are owned chiefly by the company. It is understood, however, that the latter hope to encourage their employees to build their own residences by selling them land on favorable terms. Some of the older rows of miners' houses are built of brick, and still have the small old-fashioned panes in their windows, thus presenting a quaint appearance. Beech Hill, the manager's residence, is pleasantly situated in a well-wooded estate, and is in the midst of gardens adorned with plants and flowers. The beauty and comfort of this home and its surroundings are due to the way in which the two generations of Browns, the managers under the old G. M. A., steadily improved it. Along the road from Sydney Mines to North Sydney there are many comfortable residences, commanding a magnificent view of the harbor and the surrounding country. The Town Council are now arranging for a number of important improvements. They have entered into an agreement with the company by which the latter will light the streets with electricity. The town is also about to install a water system in connection with that of North Sydney, the water of which is derived from Pottle's Lake.



SUMMER VISITORS TO SYDNEY ENJOYING (BY INVITATION) AN EXCURSION ON THE SCHOONER "DAMARALAND" TO THE COD-FISHING BANKS OFF THE HARBOR.

In addition to the collieries operated by the Nova Scotia Steel and Coal Company, a smaller mine situated just to the rear of Barrington's Cove, on the road to North Sydney, is now owned by the Sydney Coal Company, whose head office is in Boston.

Lloyd's Cove, to the east of the town, is the location of the receiving hut of the Western Union Cable Company. On the high ground to the right of the cove may be seen the earthworks of a fort built to protect the harbor and to commemorate the visit of King Edward VII, at that time Prince of Wales, to Sydney Mines. The fort was equipped with a number of cannon, and the sup-

GRAND NARROWS BRIDGE, INTERCOLONIAL RAILWAY.

plies contained even lint for bandages and slippers for the garrison. However, the place was gradually allowed to go to ruin and the cannon were, it is said, lately blown to pieces and carried off by dealers in old junk.

As Sydney Mines and North Sydney enjoy the unique honor of being the only places in Cape Breton ever visited by His Majesty King Edward VII, a brief reference to that interesting event will not be inappropriate here. Sydney Mines at that time possessed an efficient volunteer corps, of which the late Richard Brown was the Lieutenant-Colonel. In his history of Cape Breton, written after his retirement to England, he gives an interesting account of the

Prince's visit. From it the following details are gleaned: The "Hero" and "Ariadne," bearing His Royal Highness and suite, left St. John's, Newfoundland, for Halifax on July 26th, 1860. As the ships made a better passage across the gulf than was expected, it was decided to fill up the spare time by calling at Sydney, for the purpose, as the Prince expressly stated, of inspecting the Sydney Mines Volunteers. The ship appeared off the coast on the morning of July 28th, causing quite an excitement among the employees of the General Mining Association. At ten they anchored in mid-channel abreast of the mines, when the volunteers were at once ordered to muster as quickly as possible. Meanwhile Colonel Brown and Captains Robert Bridge and York Ainslie Barrington prepared to go aboard the "Hero" to receive the commands of His Royal Highness. On the beach they were met by Captain Orlebar, R. N., who brought a message that the Prince would land at Indian Cove at noon. Notwithstanding the shortness of the notice, Colonel Brown was able to assemble all the officers and two-thirds of the men to receive the Prince with due honor. Having inspected the volunteers, the Prince was taken to the North Bar (now North Sydney), where he had the satisfaction of seeing some of the Indians of the island. The party were driven through the village at the North Bar, where they received a hearty welcome from the inhabitants, and then returned to the Mines. Having driven round the town, the Prince and his suite were taken to Beech Hill, the manager's residence, where an address was read to him by Colonel Brown. At 3 P.M. the Prince returned to Indian, or Barrington's Cove, since frequently spoken of as the Prince of Wales' landing, and went aboard his ship, which proceeded to Halifax.

CHAPTER XXVIII.

GLACE BAY.

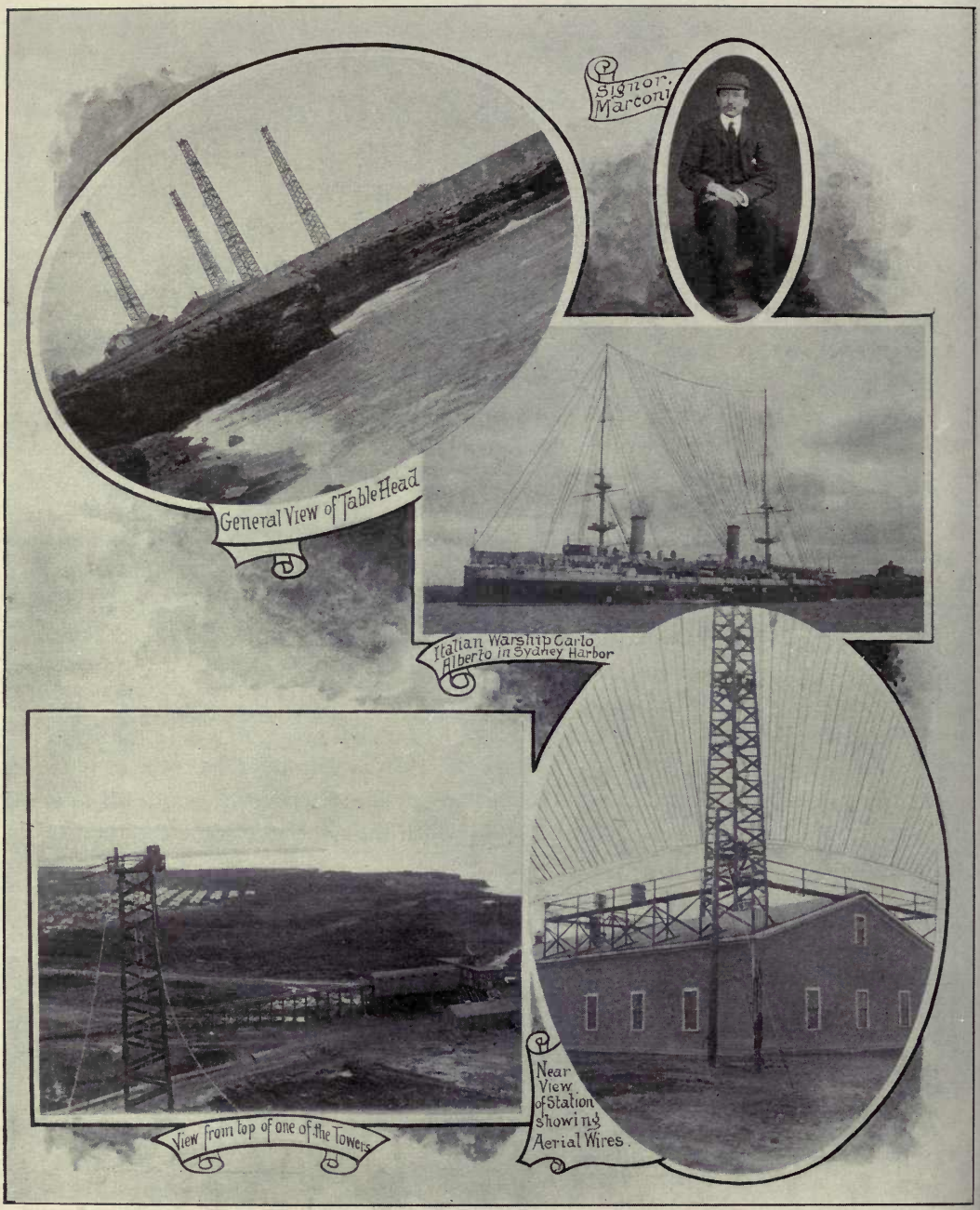
POSITION—RAPID GROWTH—INCORPORATED IN 1902—POPULATION—CHURCHES—BENEFIT SOCIETIES—HOSPITAL—SCHOOLS—IMPROVEMENTS IN THE TOWN—WORK OF THE COUNCIL AND THE BOARD OF TRADE—MARCONI'S STATION AT TABLE HEAD.

LACE BAY, the centre of the vast coal-mining industry of the Dominion Coal Company, is to-day one of the leading towns of Cape Breton. At Sydney steel is king, at Glace Bay coal reigns supreme. The town is situated upon Little Glace Bay. It is the most important mining settlement in Cape Breton. Its growth has been as rapid as that of Sydney, although it has not occupied quite so prominent a position in the public eye. This rapid growth resulted from the greatly increased demand for coal, which necessitated the working of the collieries night and day, summer and winter, thus creating a need for more workers and for more accommodation for them.

Glace Bay was incorporated in February, 1902, and to it belongs the honor of being the first town in the British Empire to obtain incorporation in the reign of King Edward VII. Since incorporation, the Mayor and Council have been indefatigable in their efforts for the welfare of the community, and to them is largely due the very satisfactory way in which the many needs created by new conditions are being met.

The present town of Glace Bay includes the old port and village of Little Glace Bay, the settlement of Caledonia, and the new settlements of Emery (including Dominion No. 3 and Dominion No. 4 collieries), and Dominion No. 2 (which includes the new Dominion No. 2 and the old Hub and Stirling mines). Three other flourishing colliery settlements, Reserve, Dominion No. 1 and International, lie within a radius of two miles beyond the town limits. The last census gave the population of Glace Bay as 6,945, thus placing it second of Cape Breton towns. Including the outlying collieries the total population of this busy mining district is now close upon 20,000.

The wonderful increase in the output of their collieries, requiring as it did a vastly increased staff of miners, compelled the Dominion Coal Company to put forth great efforts to arrange for the housing of the new-comers. To Caledonia accordingly were added forty double houses, to Dominion No. 1 and Reserve some sixty each, while two new settlements, Dominion No. 2 and No. 4, each



MARCONI WIRELESS TELEGRAPH STATION, TABLE HEAD, GLACE BAY, CAPE BRETON, FROM WHICH THE FIRST WIRELESS MESSAGE WAS SENT FROM AMERICA TO ENGLAND DECEMBER 21, 1902.

consisting of three hundred comfortable residences, on well laid out streets, sprang up. As a result of these efforts most of the miners of the Dominion Coal Company are better housed to-day than are the employees of any other similar corporation. In addition to these important building operations carried out by the company, private enterprise has led to the erection of numbers of houses and stores. The rapid growth of population was also partially met by the extensive erection of temporary boarding-houses. In addition to the larger dwellings, erected by the company, many of the Newfoundlanders engaged at the different collieries built small ones for themselves.

The different religious bodies, Roman Catholics, Presbyterians, Anglicans, Methodists and Baptists all have suitable houses of worship. Besides a large church in the centre of the town, the Roman Catholics have erected another one at Dominion No. 3. The Presbyterians have a well appointed edifice with a seating capacity for eight hundred people. The Baptist Church was recently greatly enlarged. The Anglicans have erected a large new church this year (1903). The Salvation Army have ample barracks. There is a large number of Jewish families here, and the erection of a synagogue, which will be the first in the island, has been undertaken. The churches are assisted in their work by the usual organizations found in connection with them. The Y. M. C. A. has a suitable building; all the various benefit and fraternal societies have strong branches, many of which own halls of their own, and the Provincial Workmen's Association has an active branch at Glace Bay, to which most of the miners belong.

One of the greatest needs of mining towns is a well managed hospital. Accidents are unavoidable and of frequent occurrence, and in the absence of a hospital successful treatment is often an impossibility. For a long time Glace Bay and the surrounding mining districts were without such an institution, but thanks to the energy and zeal of the Roman Catholics, a fine building has been erected on a site midway between Bridgeport and Glace Bay. The hospital, which is an imposing structure, is situated upon a hill overlooking the surrounding country, and is the equal of any similar institution in the Maritime Provinces.

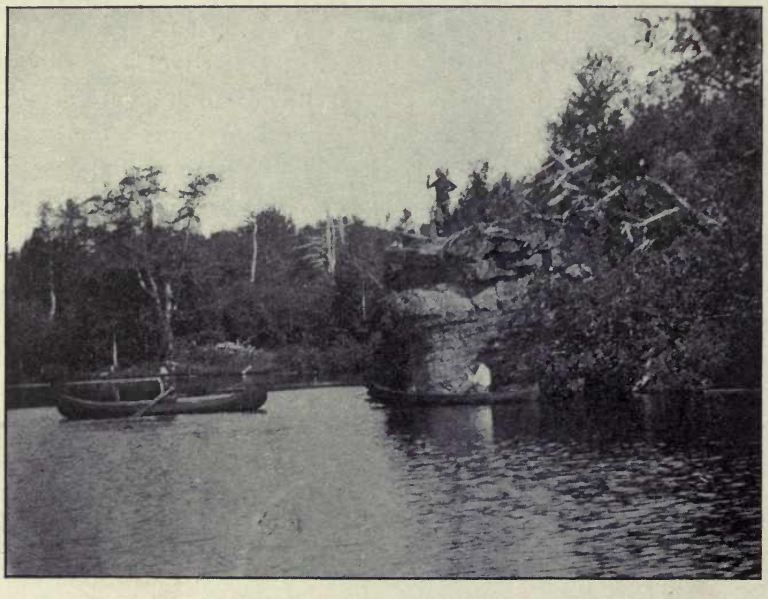
Glace Bay has a good academy, a well-appointed convent school and several primary schools, and a manual training school has been instituted in connection with the public school system.

The transformation of a number of small mining villages into a flourishing town has not been unattended with the usual difficulties incident to rapid development. The roads were bad; water was scarce and in summer barely drinkable, and as to sewerage it was a thing undreamt of. Under such conditions sanitary matters were for a while in a far from satisfactory state. An electric light system owned and run by the town, has been installed, and is proving a great public convenience. Water-works are being constructed by which the water from

MacDonald's Lake will be obtained by gravitation. Every effort is being put forth to improve the condition of the streets, and the town is likely soon to have a system of sewerage. It now has an efficient tram service.

The Board of Trade, which was recently organized, is actively interested in everything tending to advance the interests of the town, and has lately been agitating for the improvement of the harbor, urging that if the Dominion Government would undertake this work the Dominion Coal Company might ship much of their coal from it, and that by its means stores and private citizens could receive their supplies at much less cost than under the present system of carriage by rail.

As the pay-roll of the Dominion Coal Company is something like $200,000 a month, it will be seen that there is no lack of ready money in circulation. The miners are well paid; their homes are comfortable, and the town presents a decidedly prosperous appearance.



ENTRANCE TO SALMON RIVER.

About a mile from the town of Glace Bay, at Table Head, a bold promontory jutting out into the Atlantic, lies the Marconi Wireless Telegraph Station. After the inventor had succeeded at St. John's, Newfoundland, in receiving signals, consisting of the letter "s" repeated, transmitted from his station at Poldhu, Cornwall, England, he was reluctantly compelled, on account of the Anglo-American Cable Company's opposition, to abandon experiments in Newfoundland. At the invitation of the Canadian Government he came to Cape Breton with a view to the selection of a suitable site for a permanent station. His choice fell upon Table Head, where the requisite land for the station was given by the Dominion Coal Company. The station was erected during 1902, the bulk of the expense being met by a generous grant from the Canadian Government.

The most noticeable feature of the station consists of the four towers, two hundred and fifteen feet high, which are arranged in a square, and from which the innumerable wires which constitute the chief part of the sending and receiving apparatus are suspended. At the foot of the towers are the operating room and the electric power house.

In the autumn of 1902 Mr. Marconi came out from England in the Italian warship "Carlo Alberto" to Cape Breton to conduct the initial experiments in trans-oceanic telegraphy, between the Table Head and Poldhu stations. He was successful in maintaining communications between the warship and the Cornwall station during the whole of the voyage out. The first wireless message from England to Canada was received by the "Carlo Alberto," as she lay in Sydney Harbor, on November 1st, the day after her arrival. It related to the experiments being made. From this the inventor worked gradually onwards, until on December 21st, the first public message from America to England was sent from the station at Table Head, from the Governor-General of Canada to King Edward VII. The text of it was:

"*His Majesty the King, London.*

"May I be permitted by means of this first wireless message to congratulate Your Majesty on the success of Marconi's great invention, connecting England and Canada? MINTO."

The same day messages were transmitted from Marconi to the Kings of England and Italy, from the Commander of the "Carlo Alberto" to the Italian Minister of Marine, from Sir Richard Cartwright, acting Premier of Canada, to the "Times," congratulating the British people on Marconi's accomplishment of the greatest scientific achievement of modern times, and from Dr. Parkin, its special correspondent, to the "Times," London.

CHAPTER XXIX.

PORT MORIEN, LOUISBURG, GABARUS AND POINTS ON THE SOUTHERN COAST.

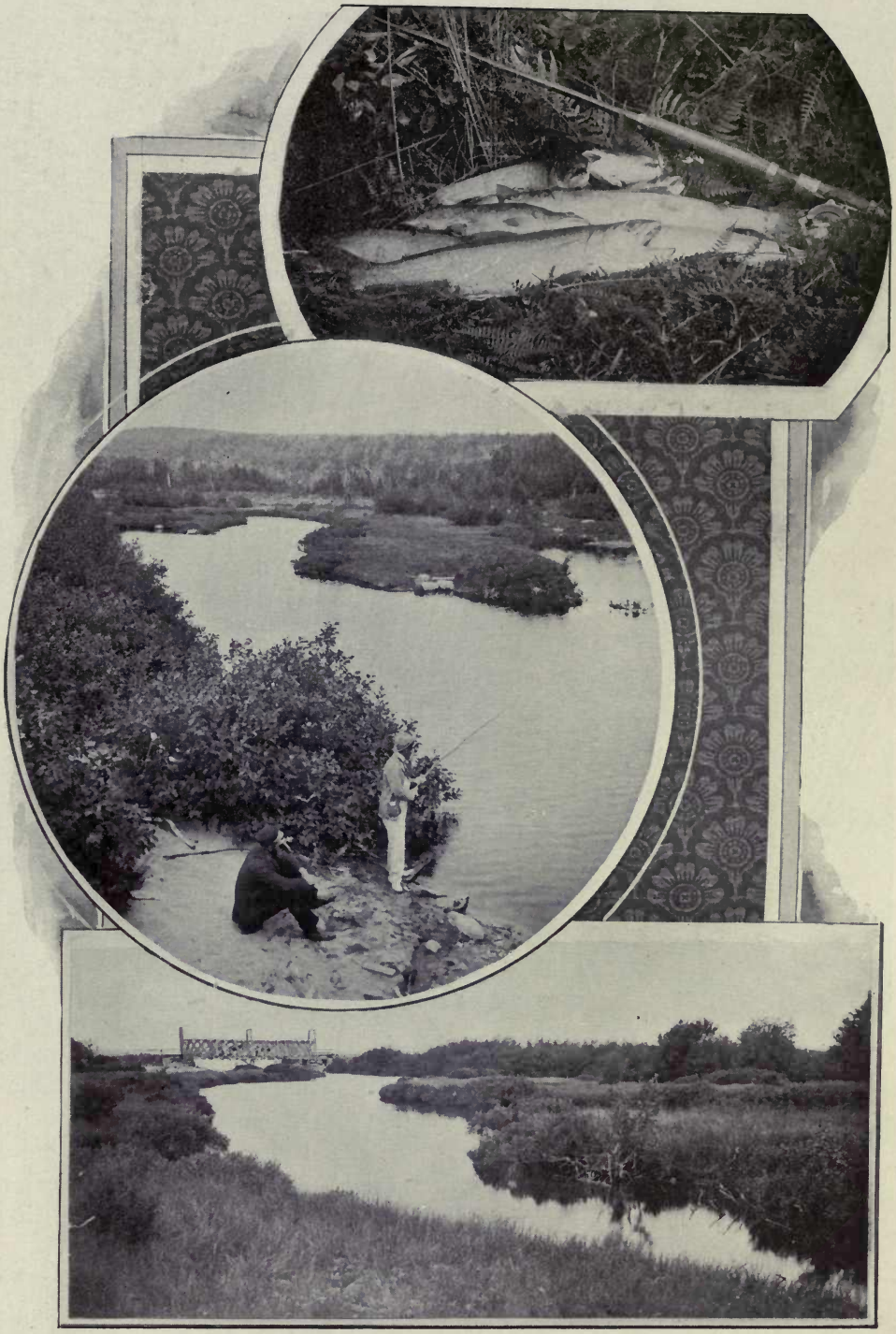
PORT MORIEN—EARLIEST COLLIERY IN THE ISLAND—CHANGES OF NAME—POPULATION—CHURCHES, SCHOOLS AND HALLS—FISHING GROUNDS—COAL DEPOSITS—AREAS OF THE DOMINION COAL COMPANY—GOWRIE AND BLOCKHOUSE COLLIERY COMPANY—POSITION OF LOUISBURG—WINTER PORT OF THE DOMINION COAL COMPANY—SHIPPING PIER—GROWTH OF THE TOWN—CHURCHES AND SCHOOLS—RELICS OF THE FRENCH RÉGIME—OLD TOWN—CASEMATES—OLD BURYING GROUND—VISIONS OF THE ANCIENT GLORY—LOUISBURG MONUMENT—FUTURE OF THE TOWN—GABARUS—LORRAINE—MAINADIEU—THE SOUTHERN COAST.

PORT MORIEN is situated upon the best harbor between Sydney and Louisburg, and as it is open all the year round, and has extensive coal supplies, its future is assured. To Port Morien must be attributed the honor of having possessed one of the earliest collieries spoken of in the history of the island. The remains of these old French mines may still be traced. Besides it was also the birthplace of the coal-carrying trade of the St. Lawrence. In French days it was styled Morienne. After the conquest of the island by the British it was settled by Scottish people, whose descendants still form the majority of the population. For a long time it was known as Cow Bay, but some years ago the inhabitants, feeling that this was a somewhat rural appellation for a rising mining town, rechristened it by its old name, Morien.

The town now has a population of about one thousand, but it has not yet been incorporated. It has three churches, Roman Catholic, Anglican and Presbyterian, and good graded schools. The Masons and the Orangemen both have good halls, and the Oddfellows and the Sons of Temperance also have branches.

Considerable fishing is done from Port Morien. A government breakwater, constructed at a cost of $250,000, adds greatly to the safety of the harbor. The fishing grounds off the harbor are excellent, and are frequented, not only by the local fishermen, but by the Acadians of River Inhabitants and other places in Richmond County. In addition to the cod-fishery, lobsters are also taken in large numbers, and there are two successful canning factories, one on each side of the harbor.

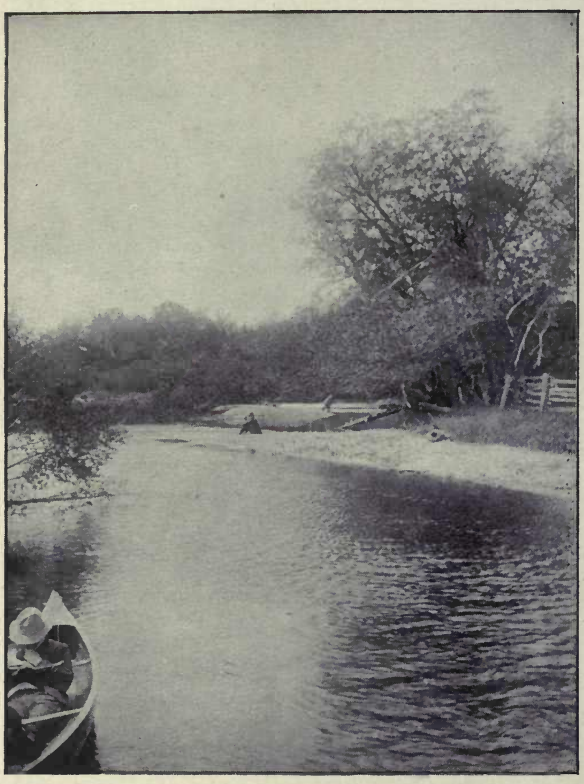
But profitable as its fisheries are, Morien's future lies in the development of its valuable and extensive coal deposits. It is to-day one of those places whose past was more prosperous than its present. The Dominion Coal Company own



TROUT RIVER, LAKE AINSLIE. ONE OF THE FINEST TROUT STREAMS IN THE ISLAND.

extensive areas here, and the closing of the Morien mines is undoubtedly only for a time, as the coal is said to be of good quality, the report of the Geological Survey of Canada asserting that Port Morien contains some of the most valuable coal seams of the Sydney field. In 1893, the year in which the Dominion Coal Company acquired the Gowrie colliery at Port Morien, 117,993 tons of coal were raised at that mine.

A strong company organized in England, and known as the Gowrie and Blockhouse Colliery Company of Newcastle, is now working the submarine areas, and they have recently erected a loading pier with a patent cable conveyer, by which the tubs of coal are taken out to the pier from the pit's mouth, emptied into the vessel being loaded, and again returned to the pit. The company's operations are proving successful, and of great benefit to the town.



Whipping a Favorite Trout Stream.

LOUISBURG.

Louisburg, linked indissolubly as it is with the history of the past, has a promising future. The town is situated upon a safe and commodious harbor on the southeast coast of the island. As it is open all the year round, the Dominion Coal Company have adopted it as their winter shipping port, and it has also been used by the Dominion Iron and Steel Company as their winter port for the importation of fire-bricks, cement, lumber and other material from Boston and Philadelphia, and may also be used by them in the shipment of iron and steel. During the shipping season several steamers may nearly always be seen in the harbor, a large fleet being engaged in carrying coal to the United States markets.

The Dominion Coal Company has a modern wharf, having a coal pocket by means of which 1,250 tons of coal per hour can be loaded on board of a single steamer. The company completed a line of railway from the Bridgeport colliery

Scenes on the Mira River.

to Louisburg in 1895. As the southern terminus of the Sydney and Louisburg Railway, the town occupies an important position, and the port has been frequently favorably mentioned as the possible terminus of the much talked of Fast Atlantic Line. Owing to the developments made by the company, the population and the prosperity of Louisburg have increased rapidly. Only recently the people of the town secured incorporation and elected their first mayor and council.

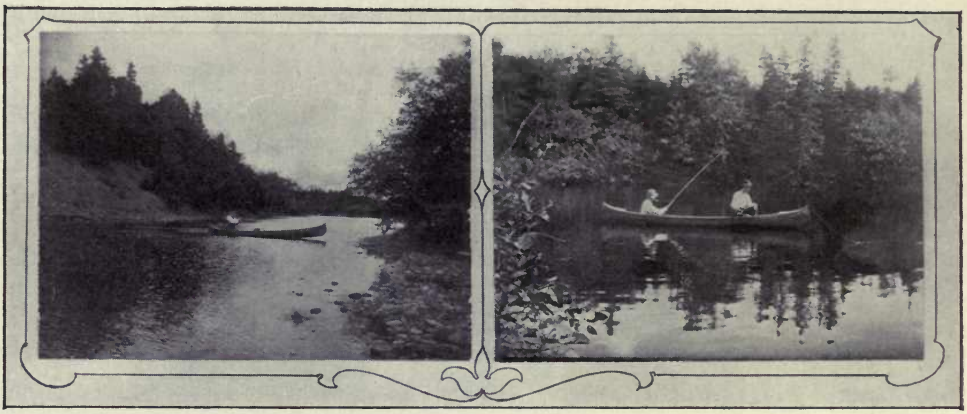
The town has good public schools and four churches, Anglican, Roman Catholic, Presbyterian and Methodist. The water and electric light systems are supplied by an incorporated company who obtain an unfailing supply of pure water within a mile of the Dominion Coal Company's shipping pier.

The interest of the modern town is small compared to that of the old and historic Louisburg, which once flourished as the capital of the Ile Royale under the golden lilies of France. The drive from the railway station to the site of the remains of the fortifications is three miles. But even the new town is connected in a hundred different ways with the days of yore. On leaving the train almost the first objects to meet the eye are two French cannon, now mounted on modern gun carriages supplied by the Dominion Government, and located on a neatly sodded place d'armes which is an exact reproduction of those of the old French fortifications. The cannon were procured some few years ago from the sunken wreck of a French man-of-war in the harbor. Nearly every house in the town has at least a few relics of the olden days, and cannon balls used in the siege are still constantly being unearthed. Unfortunately many valuable relics have been carried off, and thus lost to Cape Breton. It is to be regretted that at an earlier day an organized effort was not made to collect relics and to preserve them in a small museum placed somewhere on the site of the ancient fortress. One memorial almost every one of the older dwelling houses has is its cellar wall and chimney, nearly every cellar in town being constructed with stone taken from the fortifications, and many a cottage chimney is composed of bricks of French manufacture.

The country passed on the road to the Old Town is flat, stony and comparatively uninteresting. On the way the barachois, so frequently mentioned in the different accounts of the two sieges, is seen. This word, which is of uncertain derivation, means a pond separated from the sea by a narrow strip of beach or sand. The first thought on reaching the Old Town is of the immense expenditure of money and toil devoted to the construction of these ancient fortifications, still so massive even in their ruins. The various bastions, the King's, the Queen's, the Dauphin's, the Princess' and the Maurepas may still be traced. The most interesting features of the ruins are the casemates, tunnels of solid masonry, whither in times of bombardment the non-combatants, the women and children, were sent for safety. To-day they afford shelter from cold and storm to the sheep, which wander undisturbed where once the sounds of martial tread

and the hurried call-to-arms were heard. It is easy to conjure up pictures of the times when the English ships where hurling their deadly fire into the devoted town. Huddled like sheep in these dark and close abodes, the women of French Louisburg, rich and poor alike, must have spent many and many a weary hour, now praying to Our Lady of Deliverance to crush the power of the assailants, now bewailing the loss of husband or of brother or of lover, and now trying to comfort the little ones in their dread of the terrible Anglais. Here, doubtless, the brave Madame de Drucour, the governor's wife, who at one time supplied with her own hands the cannon of the garrison, may have given many a word of comfort to her sisters of less heroic mould.

Among the other ruins may be seen the entrance to an underground passage way, which as yet has not been thoroughly explored. It is probable that, were systematic excavations undertaken, many more relics might be recovered,



Scenes on the Salmon River.

and many points of interest, now matters of dispute, cleared up. The lines of the fortifications may easily be followed till the old burying grounds near Rochfort and Black Point are reached. Here, unmarked by cross or tombstone, rest the bodies of hundreds of the gallant dead. French soldiers and merchants of the ancient faith lie here in ground unblessed by priest or bishop. Here, too, lie soldiers and sailors of Old England, far from the sound of the church bell and the calm lanes of the English villages that gave them birth. Here likewise repose stern Puritan warriors of New England, farmers and clerks and fishermen by trade, but soldiers all by the inalienable right of Saxon birth.

The weakness of Louisburg lay undoubtedly on the land side, for from the sea it was practically impregnable. Could the French only have prevented the landing at the first siege of Pepperell and his colonials, and the second of Wolfe and his regulars, the history of Cape Breton might have been far other than it is.

Pepperell's success was far more phenomenal than the result of the second siege. Seeing the fortress to-day in its ruins, we can realize what it was in its glory, and can thus recognize the splendid audacity of Governor Shirley in daring to dream that his little expedition of untrained colonists could hope for a moment to oust the French from their greatest stronghold in America.

Only a few scattered farm houses occupy to-day the site of ancient Louisburg. Seated, however, on the grassy mounds that cover the old town, it is easy to conjure up visions of the ancient glory, to rebuild in fancy the houses and the fortifications of the French. Again we see the governor's mansion peopled with the courtly soldiers and the beautiful daughters of France, attending the stately dance or the well-appointed dinner party. We can imagine the chapel as it stood in its ancient state, adorned with every fair device of art for glory and for beauty, the priest again singing the mass in the presence of a reverent congregation of soldiers and fine ladies, of fishermen and peasant girls. We can see once more the hospital, with its faithful sisters ministering to the wounded, and "the wonderfully skillful surgeon," whose services, the courtly Chevalier de Drucour sent word to Amherst, were at the disposal of the wounded English officers. Looking along the seashore, which to-day is nothing but a place for the spreading of nets, we can picture the ancient sea-wall, up to which the boats from the ships in the harbor could come. Looking farther yet, the harbor is peopled with French war-ships, and farther off still, beyond the range of rocky islands which enclose it, lies the larger fleet that flies the red cross flag of England, the flag that is soon, as the scroll of history is unrolled, to replace the fleur-de-lis upon the battlements of Louisburg.

Every visitor should see the Louisburg monument which was dedicated on June 17th, 1895, and is placed on the exact spot where, one hundred and fifty years before, General Pepperell received the keys of the fortress from Governor Duchambon in the presence of the assembled troops. The monument, which was erected by the Society of Colonial Wars, is a polished granite shaft, standing on a base which rests on a square pedestal four feet high. The capital of the column is surmounted by a polished ball, two feet in diameter, of dark red granite. It is dedicated "To Our Heroic Dead," and bears an inscription giving the numbers of the Colonial, British and French forces that took part in the first siege.

Such in brief is Louisburg to-day. Its past is intensely interesting from the part it has played in the history of the nations, for the capture of Louisburg and thus of the island of Cape Breton, was one of the most important in that series of events which led to the final supremacy of the Anglo-Saxon race in North America. The future of Louisburg undoubtedly lies in its rapid development as a shipping port for the products of the mine and of the manufactory. It may also be destined to become an important fish distributing centre. Some years

ago Warden LeVatte, of Louisburg, issued a valuable circular showing the nearness of the port to the great fishing grounds of America, compared with Gloucester, Massachusetts, in the United States, and Lunenburg, Nova Scotia, both of which ports are the centres whence large and successful fleets engage in the deep sea fisheries.

GABARUS.

Gabarus, an interesting fishing settlement of about a thousand inhabitants, is twelve miles to the west of Louisburg, from which it can be reached by road at all times, and in the summer by a small steamer which plies between the two places. Although there are no hotels, several private families accommodate travelers at moderate rates. The staple industry of Gabarus is fishing. The settlement is the centre of an important lobster canning enterprise. There are three factories in the place, the annual pack of which is 3,000 cases, representing no less than a million lobsters. Some one hundred and fifty fishermen are employed in the lobster fishery, and about the same number of persons in the factories. In addition to the lobster, cod, mackerel and herring abound in the coast waters. The harbor is about five miles long and two miles wide, and is spoken of as one of the best in Cape Breton. A breakwater has just been completed by the government, and a cold storage system is in operation, which insures a constant supply of bait to the fishermen.

Gabarus has three churches, Presbyterian, Methodist and Baptist, and two schools. The dwellings of the people are considerably above those of the average fishing settlement in capacity, comfort and appearance. The scenery, especially on the north side of the bay, is strikingly picturesque. Streams and small lakes abound in which trout are plentiful. Good shooting may be had all along the coast, especially in the spring, when sea-ducks are to be found in large numbers.

Lorraine and Mainadieu are two small settlements near Louisburg, both of which are frequently referred to in accounts of the days of the French régime in the island. Mainadieu is a corrupted form of an Indian word, Menadou, and is not a word of French origin, as its appearance would suggest. Lorraine was in earlier days variously written Loram, Loran, Laurent and Laurent le bec.

THE SOUTHERN COAST.

Lying at different points along the southern coast are the thriving villages of Fourchu, Framboise, L'Archevêque and L'Ardoise. The hardy dwellers in these hamlets by the sea reap a substantial subsistence from their toil. The sea, treacherous at times, yields up its abundant treasure, and although leading lives of hardship and often of great peril, these brave fishermen enjoy the best of health, and appear to be quite as well reconciled to their lot as those who

cultivate the soil. It is to be remembered that those who dwell by the sea become accustomed to its moods, and a congenial relation exists unappreciated by dwellers inland, to whom it is unknown. The fisherman goes forth in his boat as confident of safe return as does he who traverses the land, and his faith in his catch is as strong as he who plants in the soil, and indeed much stronger of early fruition. Should his catch be small to-day he is not discouraged, but attributes his failure to some natural cause and straightway goes forth again. He makes an average which affords a living for himself and his family, and the toiler on the land rarely does more.

Between the fisherman and his boat a strong attachment exists. It becomes almost a living thing, and is to him what his horse is to the farmer. He depends upon it to carry him to and fro, and is the means by which he plows the sea as the horse is that by which the farmer plows the land. It is a happy fate which reconciles men to the conditions in which their lives are cast. The dread with which the sea overpowers those living far away is transformed to him who lives upon it and to whom its storms are a pastime.

These hamlets along the southern coast are the abode of a contented people who live wholly by the harvest gathered from the sea. They are at times scenes of great activity. Men, women and children all bear a part in drying the fish and packing the lobster. The product has a ready sale and the returns are soon in hand.

Inland is Loch Lomond, a noted sheet of water far less frequented and known than it should be. It is a lake of clear fresh water, in the midst of romantic surroundings and abounding in fish of various kinds. With the completion of the projected Cape Breton Railway this now sequestered scene will be opened to the world and will become a pleasant and a popular resort.

CHAPTER XXX.

A SAIL UP THE MIRA RIVER.

LEAVING MIRA GUT—GHOUL'S COVE—RELICS OF A FRENCH SHIP YARD—A PARADISE FOR THE KODAKER—MONEY POINT—BLACK BROOK—MIRA BRICK YARD—OLD FRENCH BURYING GROUND—ROMANCE OF DRAGOON ISLAND—SANGAREE—HILL'S BAY—MCNEIL'S BAY—THE REACH—MARION BRIDGE—MINERAL ROCK—SANDFIELD—SALMON RIVER—SALT SPRING OF GLENGARRY—VICTORIA BRIDGE.

IRA RIVER, abounding as it does both in picturesque views and in tales connected with the French régime, is a point of particular interest. During the season a small steamer, which connects with the trains of the Sydney and Louisburg Railway, plies on the river. The water of the river is beautifully clear, and the bottom of the channel is definable for a long distance. As the steamer leaves the Gut, great mussel beds will be seen in the river bottom. Their growth is so rapid that it is sometimes necessary to drag them out with an improvised harrow in order to clear the channel.

A few hundred yards above the mussel beds Ghoul's Cove is passed on the left, where the waters are cold and calm in all winds, affording a safe anchoring place for vessels. This cove is also locally known as Three Echo Cove, from the fact that it has acoustic properties producing on still nights a triple echo. On the shores may be seen relics of an old French ship yard, from which it is said that vessels as large as four hundred tons burden have been launched. Handwrought nails and spikes have been found, and the remains of an old French forge may be traced. On the opposite shore the remains of the hulls of some thirty French shallops, sunk there for some unknown reason, may be distinctly seen on a clear day.

Nichols' Point, on the right bank of the river, in olden days a haven of refuge for fishermen, shows deep dipping sandstone. From this point to the railroad bridge the river is really a low-sided ravine, the water having worn its way through the soft sandstone, and the years having clothed its rugged sides with spruce and fir. As the sun only visits this portion of the river for a short time daily, it has flights of sun and shade o'er its wild and eerie coves and headlands that make it a very paradise of delight to the kodaker.

Before the bridge is reached a house is seen on a hill on the left bank. The point below this house is known as Money Point. The story goes that a cask of money was seen here in earlier days by a passing boatman, who came back at night to procure it; but alas! the swift change of the tide had covered it up and

it has never since been seen. The sand-flats, between Money Point and the bridge, are at ebb tide the favorite resort of the angler in pursuit of the spring run of fish. The high railway bridge under which the steamer passes marks an epoch in the history of coal mining in Cape Breton, forming part of the highway over which coal from the old Reserve Mines was carried to the seaboard at Louisburg.

After passing the bridge the river widens out. The cleared field on the left bank is called Spencer's Point, and directly ahead is Round Island. The channel at this point is tortuous and confusing except for the initiated, winding and twisting between great banks of sand, and so difficult, even for the experienced helmsman, that it has been carefully bushed, as with the wind across the tide the true channel cannot be made out. The river next opens into a bay, the entrance to Black Brook being on the right hand, and Little and Big Oyster Coves on the

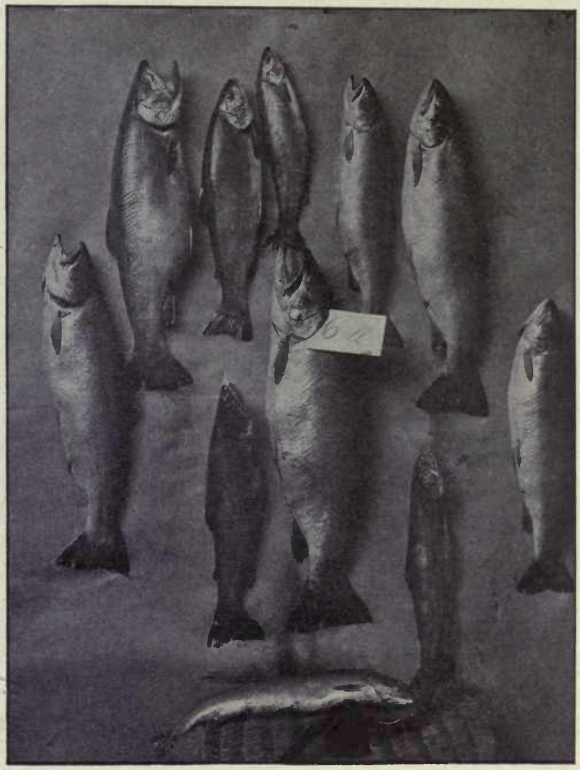
Mill Brook, Mira River.

left. Black Brook is famous for its trout and salmon fishing, and the coves, as their names imply, are the resting places of the oyster. On the left bank at the head of the bay the steamer passes Indian Point, an old camping ground of the Micmacs. The next deep cove on the left is known as McLellan's Bay. The point jutting out into its waters is the site of a brick industry, the clay of the Mira River being well adapted to this purpose. This is historic ground, as much of the brick used at Louisburg was made here by the French, as was also the brick used in the magazine on the bluff at Burnt Mine Cove near Bridgeport. The brick yard is about four miles from Mira Gut.

Two miles farther up the river Albert Bridge is passed, at present a peaceful hamlet of two hundred souls, formerly in more stirring times a large French settlement, forming the most important point on the old French road from Louisburg to Baie des Espagnols (now Sydney). It was at one time well fortified, the entire neck of land having been entrenched. The foundations of the chapel and of many houses may still be seen. On the right bank of the river may be noticed

the remains of an old French burying ground, and here valuable relics have been unearthed. A little distance from the shore on the southern side, upon the old French road, are to be found a number of large millstones of several tons weight each. It is said that the mill was used principally to supply the troops at Louisburg.

Leaving Albert Bridge the river again branches out, presenting a grand panorama of headlands, beautiful bays and deep coves. The first headland on the right bank is Belverene Point, and the small bay winding inland from it is known as Cupid's Cove. The origin of this romantic name is unknown. The long hilly island on the left is Dragoon Island. Legend has it that in early days when Sydney was a garrison town two dragoons deserted with their horses. Coming to the Mira they swam their beasts from the point above Cupid's Cove to the island. In the coves back of Dragoon Island fine fall duck-shooting is to be had. The next island is Sangaree. It runs lengthwise with the river, and affords a perfect camping ground for the sportsman in search of wild fowl. For a mile above Sangaree the steamer passes a cluster of small islands, each having a beautiful individuality of its own.

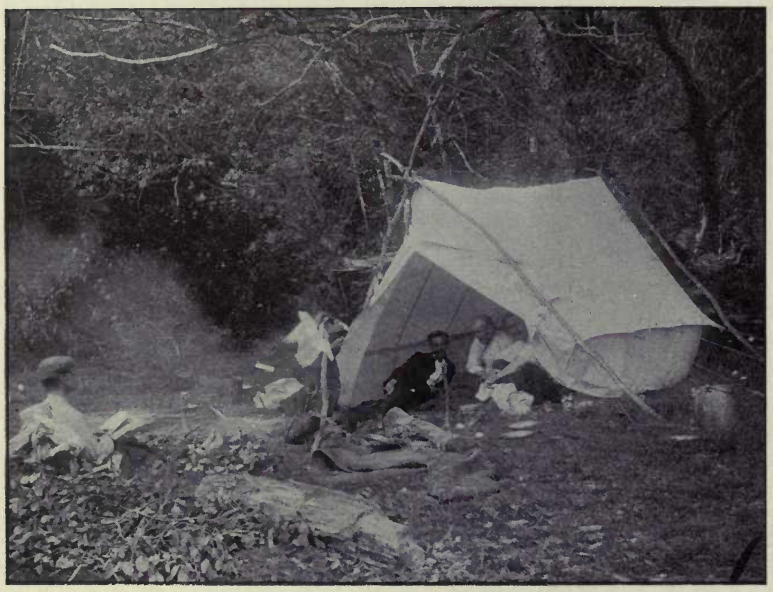


THE FINEST TROUT OF THE SEASON, CAUGHT AT MIRA RIVER.

Passing the last small island, the steamer enters Hill's Bay, into which Trout Brook flows. The brook, which is about ten miles from Mira Gut, flows down to the river through a narrow picturesque valley, its banks fringed with Indian pears and hazelnuts. The adjacent barrens produce the wild strawberry and the blueberry in great profusion. A lodge is shortly to be erected on this ideal spot for the accommodation of fishermen and duck-shooting parties. At the head of Hill's Bay another small island is passed before entering Burying Ground Narrows. Here, beside the beautiful banks of the river, the early

settlers chose the spot where their tired bodies, after life's fitful fever was forever done, might rest in peace.

McNeil's Bay is next entered. It contains one charming island. Here the French had cultivated fields and many homes, much of their cleared land still remaining. The view from the shores of McNeil's Bay is superb. Here stands the ancient weather-beaten home of Lieutenant McNeil, from whom the bay took its title, and whose name is connected with a story of the deepest romantic interest. From McNeil's Bay the steamer passes through McKeigan's Narrows, a deep channel about thirteen miles from Mira Gut. The channel here winds round to the right into the Long Reach, a term handed down from the days when sailing craft made the Mira their haven after deep sea fishing. The Reach water is bold with plenty of sailing room. At head of the Reach the first sight of the village of Marion Bridge is gained. It has a fine church and hall, a schoolhouse, two stores, and a population of two hundred. The channel winds wildly just above the bridge and the aspect becomes more mountainous. The first peak-like hill, which rises grey and almost barren on the right bank, forms part of the Mineral Hill of old French story. The river winds along for two miles until McOdrum's Narrows is reached, where the channel is extremely intricate. Rounding out of the Narrows the steamer enters Bass Cove, where the bold sea bass play in the shoal waters on sunshiny days in the season. The Mineral Rock is plainly seen when rounding this cove. The people of the neighborhood still point to the grading of a crude railway said to have been used for shipping what they believe to have been gold, mined somewhere on the ridge. However, the only pits so far discovered, that seem to be of early origin, do not indicate any-



On the Mira—Resting after a Good Day's Sport.

thing but the excavation of gypsum. Descendants of the old French settlers relate that somewhere on the Mira River gold was mined by their forefathers, but they know naught of its location except that it was a big hill and that tracks were laid to the river over a great low marsh, a description which fits the surroundings of this cove.

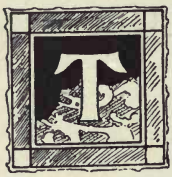
At the end of the Bass Cove Marsh a tree-clad point stands out prominently, known as Burying Ground Bluff. Here the Presbyterian inhabitants of to-day lay their dead to rest. The small settlement two miles above this point is called Sandfield, the soil forming part of a great dune. Here the river, which has been pursuing a course lying fairly east and west, abruptly changes its trend and runs north and south, passing through the Little Narrows about half a mile west of Sandfield into the great waters of Lewis Bay, where there is a depth in most places of ten to sixteen fathoms, increasing in some parts to thirty fathoms.

About three miles above the Little Narrows is Salmon River, a famous fishing spot. Here are to be found many points of interest, including the remains of a French settlement, and a peculiar well or spring probably used by the French. A large number of interesting French relics have been unearthed in this neighborhood. Salmon River is the nearest point from which to make a side trip to the far-famed mineral salt spring of the Glengarry Valley. The water, which is beautifully clear, is saline to the taste, but not unpleasant. Numberless sufferers from rheumatic affections have been wonderfully benefited by using it. A leafy mountain walk leads the traveler to this noted spring. The steamer now winds on through Lewis Bay to Victoria Bridge, the head of the river navigation. On the left bank is seen Grand Mira Chapel, on the right McDougall's Point. From Victoria Bridge the quaint fishing villages of Gabarus, Framboise and Fourché on the coast can be reached by team, or if so disposed one may take the return trip on the boat.

CHAPTER XXXI.

THE BRAS D'OR LAKES.

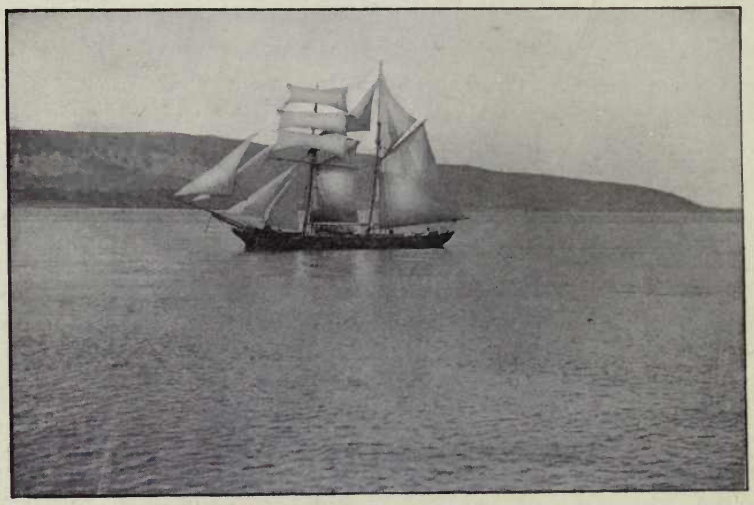
DUDLEY WARNER'S DESCRIPTION—DERIVATION OF THE NAME—TRIP THROUGH THE LAKES FROM THE SYDNEYS—BARRINGTON COVE—ENTRANCE OF THE GREAT BRAS D'OR—NEW CAMPBELTON—THE COAL MINE—ST. ANN'S MOUNTAIN—BOULARDERIE ISLAND—GYPSUM DEPOSITS—PORT BEVIS—RED HEAD—BADDECK—GRAND NARROWS—ST. PETER'S CANAL—THE MODERN TOWN—AN HISTORIC PLACE—GRANDIQUE FERRY—STRAIT OF CANSO.



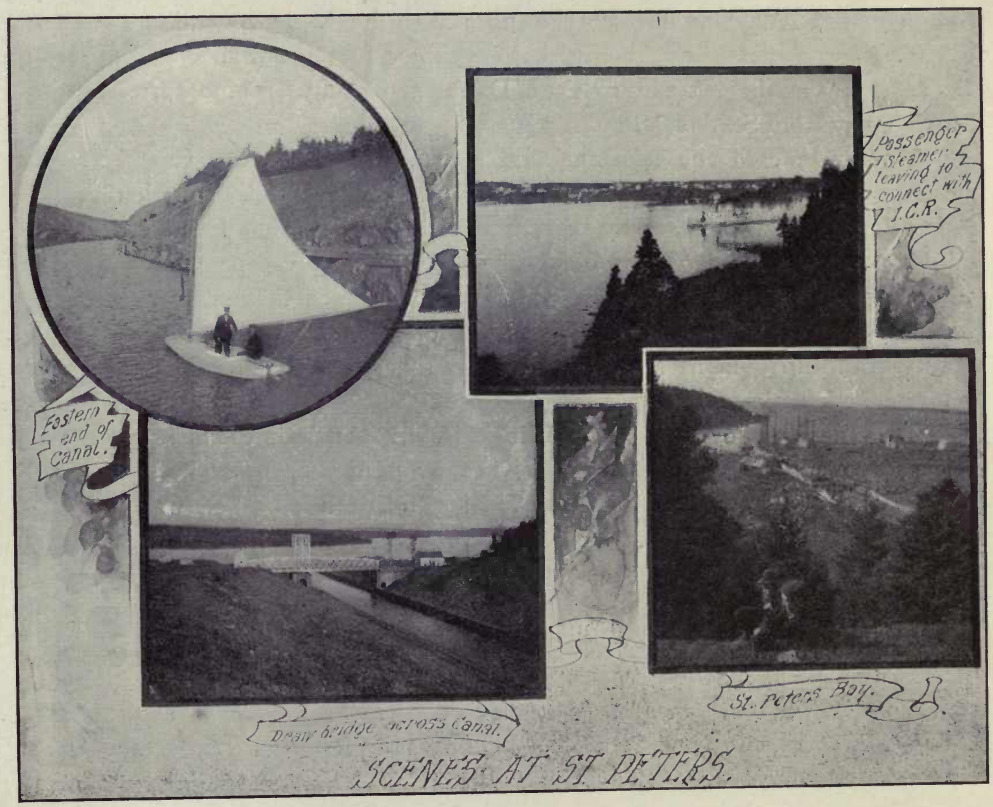
HE Bras d'Or is the most beautiful salt water lake I have ever seen, and more beautiful than we imagined a body of salt water could be. If the reader will take the map, he will see that two narrow estuaries, the Great and Little Bras d'Or enter the island of Cape Breton, on the rugged northeast coast, above the town of Sydney, and flow in, at length widening out and occupying the heart of the island. The water seeks out all the low places, and ramifies the interior, running away into lovely bays and lagoons, leaving slender tongues of land and picturesque islands, and bringing into the recesses of the land, to the remote country farms and settlements, the flavor of salt, and the fish and mollusks of the briny sea.—*Charles Dudley Warner.*

If the French settlers in this historic isle gave to the great mountain-girt inland sea the picturesque name of the Arm of Gold, they selected a most appropriate title. Whether we consider the wondrous beauty of its scenery, its tranquil bays, green isles and fir-clad hills, or take into account the mineral and agricultural possibilities of the surrounding country, the designation is clearly well merited. Alas, however, for the romantic origin of this beautiful name, it seems by no means improbable that as it was generally written in early days as Labrador, it has in all probability no rightful connection with the present method of spelling it or the popular translation of this method. Be that as it may, it is clearly a case of "a rose by any other name would smell as sweet." To the majority of tourists the scenery of the Bras d'Or Lakes has been the chief inducement to visit Cape Breton. Here, amid the cool breezes, delightful scenery, and the quiet charm of country life, hundreds wearied with the rush and turmoil of the city, have sought and found much needed rest and have derived new vigor for the battle of life.

No one who visits Cape Breton should miss the trip through the lakes. For a whole day he can feast his eyes upon the beauty of blue waters and bluer skies, of green and rocky headlands, of sunny cliffs, of pleasant isles and inviting bays, and then, seeking such sleep as only a day spent in the open air can give,



At the Atlantic Entrance to the Bras d'Or Lakes.



dream on of beautiful sunlight effects of light and shade upon the waves and the distant land, or of the silvery reflection of the moon upon the scarcely rippling waters of the lake. Three times in the week during the summer months the steamer "Marion" makes the trip from the Sydneys to Hawkesbury and Mulgrave at the Strait, returning in each case on the following day. The visitor to Cape Breton can therefore, if he so wishes, leave the train at Mulgrave, and pursue his journey to the Sydneys by this comfortably appointed steamer, or he may, on the other hand, leave the trip to form part of his return journey.

Leaving the Sydneys at early morn, one of the first points of interest to be noted after leaving the harbor is Barrington's Cove, lying about half-way between North Sydney and Sydney Mines. Here the shipping pier of the Sydney Coal Company may be noticed. The cove's chief interest, however, lies in the fact that here in 1861 His Gracious Majesty King Edward VII of England, then the youthful Prince of Wales, first landed in Cape Breton. The cliffs at Sydney Mines cannot fail to attract attention. The strata rising from the sea at an angle of about ten degrees tell as plainly as printed text, the wondrous story of world building which has been going on through the well-nigh countless ages of the past.

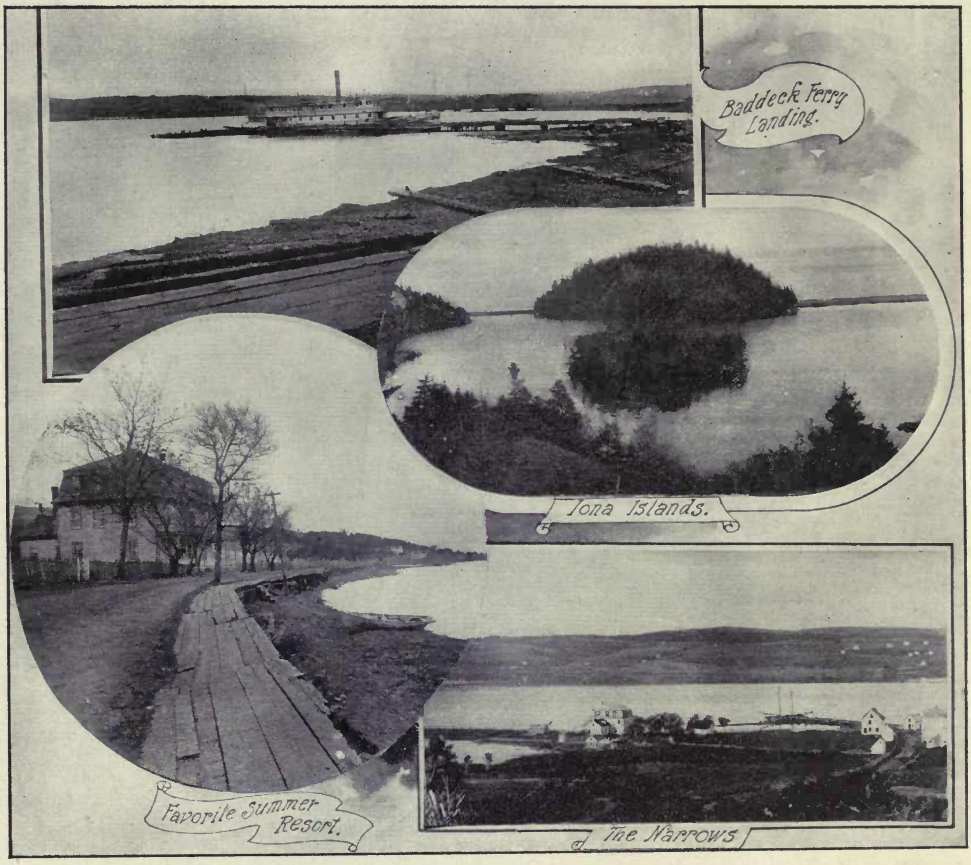
Leaving Cranberry Head on the left, the steamer is now upon the broad bosom of the Atlantic. Passing the entrance to the Little Bras d'Or, a short coast run past Point Aconi brings the steamer to the entrance of the Great Bras d'Or. On the left towers Cape Dauphin, a lofty promontory dividing Spanish Bay from St. Ann's Bay.

Having entered the lake, the first stopping place is New Campbelton, a picturesque little settlement upon a sheltered inlet. Just back of the harbor lies the coal mine, now operated by the Cape Breton Coal Mining Company. It is said that the estimated quantity of coal underlying the company's property is 26,000,000 tons. Here, too, are valuable deposits of dolomite. While the steamer stops to coal, one may go ashore for a few minutes to take in the beauty of the surrounding scenery. Here, in this sequestered spot, the riches of nature have been lavishly dispersed.

Towering up above New Campbelton rises St. Ann's Mountain, the happy hunting ground of the blueberry-pickers in the autumn, when numbers of Indian women are to be seen in the locality. Having filled their baskets with the delicious fruit, they wend their way to the Sydneys, where a ready market is found at profitable prices.

The house of the manager of the mine occupies a commanding position above the harbor. The view up the lake and across the fertile fields of Boularderie Island, which can be obtained from its broad veranda, is one which few residences afford. Not far from the house, nestling in the woods, is the neat little Union Church which the manager has built in his efforts to promote the religious welfare of the inhabitants.

New Campbelton has recently received added interest from the fact that the Y. M. C. A. selected it as the site of their boys' camp. Here boys from the Sydney, North Sydney and Glace Bay branches are brought for a fortnight or three weeks to spend their time, under proper direction, in swimming, boating, camping, fishing, visiting the coal mine, climbing the mountain and keeping in order the white tents which form their temporary abode. It would have been



difficult to have found a more ideal spot for such purposes. One might well spend several days at this lovely retreat. It is only by wandering along the road that crowns St. Ann's Mountain, or climbing among the ferns and flowers of the hillside, that all the beauty of the lake scenery can be enjoyed. Every hour of the day seems to add new charms, from early dawn when the rising sun first irradiates the varied scene till after he has disappeared, reddening all the western hills with a fiery glow, and the stars and moon are mirrored in the clear waters of the lake. From New Campbelton, or Kelley's Cove, as it was formerly called,

the sail of three hours to Baddeck through the narrow channel of the lake, hemmed in by hills and mountains, is magnificent. On the left bank, opposite to New Campbelton, lies the beautiful island of Boularderie, situated between the big and little entrances of the Bras d'Or. It is named after the Sieur de Boularderie, a French officer to whom, prior to the British occupation, it was granted by the French king. It is one of the best agricultural sections of Cape Breton. Along the Big Bras d'Or Gut the face of the cliffs on the right side is whitened at times by large and valuable deposits of gypsum, or plaster of Paris. At Port Bevis, four miles from Baddeck, there is a wharf, six hundred feet long, connected by rail with the quarries of the Victoria Gypsum Mining and Manufacturing Company, whence large quantities of this valuable mineral are shipped.

The next point of interest is Red Head, a bold promontory standing out into the lake, upon which Beinn Bhreagh, the commanding summer residence of Professor Graham Bell, of telephone fame, is situated. Passing Red Head, the steamer runs to the charming little town of Baddeck, immortalized as a summer resort by Dudley Warner's delightful book. Leaving Baddeck, the steamer, after a pleasant run of about ten miles, reaches the Grand Narrows railroad bridge, which is opened to allow the vessel to pass through. On the right is the settlement of Iona, on the left that of Grand Narrows, whence the steamer "Bluehill" runs to and from Baddeck to meet the trains of the Intercolonial Railway.

From Grand Narrows the sail is through the Big Bras d'Or, which is the widest section of the lake, to St. Peter's Canal. All around majestic ranges of hills form the bounds of the horizon. As the steamer approaches the entrance to the canal, the channel becomes very tortuous, winding about among beautiful islands in a manner that gives a variety of charming scenes. The canal itself is

worthy of note. By its construction the ingenuity of man has increased by many times the commercial value of the Bras d'Or Lakes. As the steamer enters there is scarcely a foot of space between the walls of the canal and the steamer's guards, but in spite of this the speed of the boat is not perceptibly lessened. To the right of the canal may be seen the white churches and the neat residences of the present-day town of St. Peter's. The site of the establishment made by Nicholas Denys is thought to have been a little cove upon the bay to the left of the canal. After the days of Denys, St. Peter's for a time was known by the name of Port Toulouse, being so called after a French count of that name who won great distinction as a naval commander. It has been asserted that even prior to the time of Denys, St. Peter's, or more correctly San Pedro, was the site of a Portuguese settlement.

The canal opens out into St. Peter's Bay, whence an hour's run takes the steamer to the Strait of Canso. Before entering the strait a stop is made at Grandique Ferry, which is connected by stage with the quaint Acadian settlement of Arichat, situated upon Isle Madame, and the capital of Richmond County. A drive of seven miles over an excellent road across the island, will bring him to the shire town, whence if it is preferred the return trip can be made direct to Mulgrave by the Canso steamer. Leaving Grandique Ferry the steamer enters the Strait of Canso. After a brief sail in close view of the coasts of Cape Breton and the mainland of Nova Scotia she reaches Mulgrave and Hawkesbury, where connection can be made with the Intercolonial Railway. During the whole trip from the Sydneys to the strait not a single stretch of uninteresting scenery has been passed. All who have taken this journey speak enthusiastically of its charms, alike of sea and land, of bay and mountain, of sunrise and of sunset.

CHAPTER XXXII.

A TRIP "DOWN NORTH."

BEAUTY OF NORTHERN VICTORIA COUNTY—RESEMBLANCE TO NORWAY—MEANS OF APPROACH—BEAUTIFUL SYDNEY HARBOR—CRANBERRY HEAD AND POINT ACONI—ST. ANN'S BAY—ENGLISHTOWN—GRAVE OF GIANT MACASKILL—NORTH RIVER—CAPE SMOKY—LOVELY INGONISH—FRANEY'S CHIMNEY—SOUTH BAY—MIDDLE HEAD—RELICS OF BYGONE DAYS—OLD FRENCH BELL—NORTH BAY—NEIL'S HARBOR—CAPE NORTH—SUGAR LOAF—BAY ST. LAWRENCE.

TO the old resident at the Sydneys or at Baddeck, "down north" is a well-known expression used to denote the northern part of Victoria County, a district which, though not as easy of access as many parts of the island, will reward the tourist's efforts to see it. In the writer's opinion no other part of Cape Breton, not even excepting the far-famed Bras d'Or Lakes, can compare with it for beauty of scenery. Here nature may be seen in all its rugged grandeur of tall cliffs, bold mountains and rock-bound coasts, coupled with the gentler beauty of silvery brooks, long stretches of sand and beach, and grass-clad islands. Those who have visited Norway declare that this section of the island bears a remarkable resemblance to the mountains and fiords of that country.

There are two ways by which this district can be reached. The first, which is a somewhat arduous one, is to drive from Baddeck or North Sydney, either in a private carriage or as a companion of His Majesty's mail. The distance is long and the road rough and uneven. Consequently, while this route offers many a glimpse of picturesque scenery, many a charming view of sea and mountain and simple cottage homes, the second route, that by water from the Sydneys, is certainly to be recommended as the best.

Leaving either of the Sydneys early on a fine summer morning, by the steamer "Weymouth" of the Bras d'Or Steamboat Company, the traveler obtains a beautiful view of the harbor, the morning sun lending enchantment to the scene. Southward stretches the long expanse of shore and cliff from Low Point up to Victoria Pier and on to Sydney, the smoke of the blast furnaces and coke ovens curling gradually skyward in the distance. Looking west is seen the whole magnificent stretch of water up the Northwest Arm to Leitche's Creek, down to which slope green fields dotted here and there with picturesque farm houses. Northward is obtained the best bird's-eye view of North Sydney, its residences, churches, wharves and piers. Looking seaward one gazes out upon

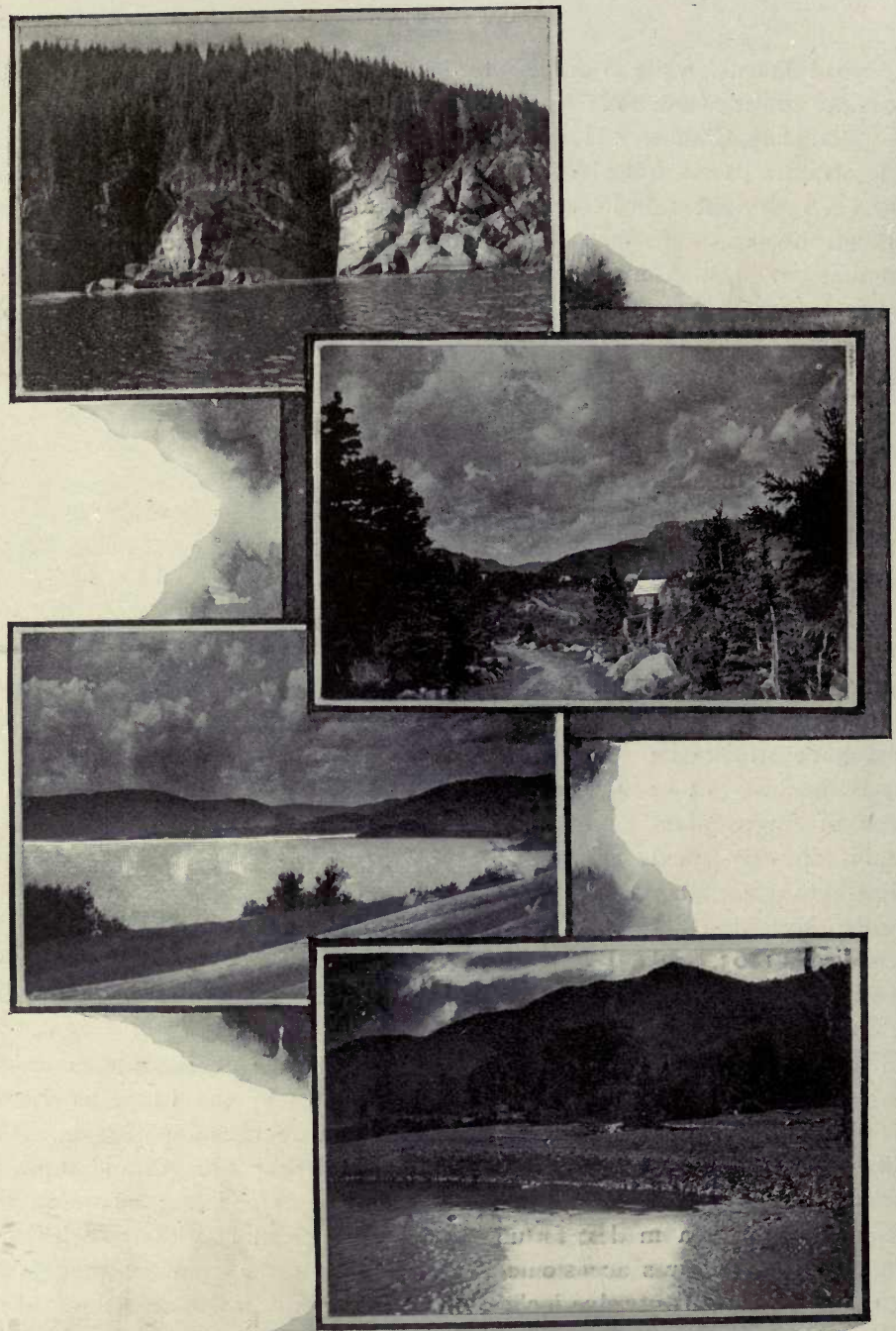
the broad Atlantic, while to the left are the cliffs of Sydney Mines, and in the distance the collieries and coke ovens of the Nova Scotia Steel and Coal Company.

Rounding Cranberry Head and leaving Low Point Light on the right the little steamer passes Point Aconi, so-called from its sharp needle-like promontory. To the right is Bird Island with its lighthouse, to guide the mariner safely through the narrow entrance of St. Ann's Harbor. The steamer now enters the beautiful Bay of St. Ann's, leaving Cape Dauphin, with its dark mantle of spruce and fir running in most places to the water's edge, on the left. Sailing up the bay the steamer reaches the quiet little settlement of Englishtown, where the first stop is made. It is here that the mail which has been driven across St. Ann's Mountain is transferred by ferry to the North Shore, thence to continue its journey onward.

Aspy Bay. Cape North in the distance.

In the quiet graveyard that overlooks the bay is the last resting place of Angus MacAskill, the far-famed Cape Breton giant, who, as the headstone relates, died in 1863, aged 38 years. His height was seven feet nine inches, his breadth across the shoulders three feet eight inches, his weight six hundred and thirty-six pounds. He was born in the island of Lewis, one of the Hebrides, but early in life came with his parents to Cape Breton. The older residents of St. Ann's tell many a tale of his great strength and prowess. For a number of years he toured the United States and other countries, and accumulated quite a modest fortune, traveling for a while with the celebrated Tom Thumb, who was accustomed to dance upon the palm of the giant's right hand, which was twelve inches long by nine wide. His boots were said to be eighteen inches long. The last on which they were made is still exhibited at North Sydney.

Leaving Englishtown the steamer proceeds up to the head of St. Ann's Gut, the narrow western end of the bay, which is surrounded on each side by steep



SCENES AT INGONISH.

RUGGED CLIFFS.
ENTRANCE TO RIVER.

FRANEY'S CHIMNEY.
SUNSET EFFECTS.

tree-clad hills. After discharging any passengers and freight destined for St Ann's, she returns to Englishtown and again heads for the open sea, passing the North Shore, St. Ann's, on the left. North River is one of the best trout streams in the island. Around St. Ann's Bay several valuable deposits of gypsum may be noticed. The North River Lumber Company are now busily engaged in installing large mills for the preparation of pulp-wood, which will greatly help in developing this section of the island. Several seams of coal have also been discovered at North Shore, but as yet no efforts to develop them have been made.

The next object of interest is Cape Enfumé, or Smoky, as it is more generally called, which towers up twelve hundred feet above the level of the sea, rising in some places almost perpendicularly from the water's edge. Some sections of it are bare rock, others are clad with spruce, fir and birch. It received its name from the smoke-like cloud of mist which usually envelops its summit.

After Smoky is passed a veritable vision of beauty is revealed. Stretched out before the traveler's gaze lies a panorama taking in North and South Bay of Ingonish, with Middle Head jutting out between them, and Ingonish Island forming a seaward sentinel of the little villages in the background. Farther in, shut in by a narrow bar of beach, lies the harbor of South Bay. Farther back still, are the lofty hills, with Franey's Chimney, the highest peak in the island, rising above the neighboring plateau to a height of 1,392 feet above the sea, its summit nothing but large boulders and barren rocks.

South Bay, Ingonish, is a small, but picturesque fishing village. If the traveler is fond of walking, a glorious tramp lies before him from South Bay across the peninsula and on to North Bay. If he does not fear a steep climb, the view from the top of Franey's Chimney will amply repay his exertions. At Middle Head, Mr. H. Corson, a wealthy rubber manufacturer of Akron, Ohio, has erected a comfortable summer cottage. He has taken a great interest in Ingonish and its people, and has done much to improve the local conditions.

St. Ann's, it will be interesting to know, was the site of one of Nicholas Denys' flourishing settlements when the golden lilies held sway in Île Royale, as Cape Breton was then called. A prosperous French settlement also existed at Inganiche, as its name was formerly spelled, and remains of French cellars may still be seen. Sir John Bourinot states that a number of years back a bell, discovered on the site of the old French chapel, was brought to Sydney. It had evidently been baptized in due form with godfather and godmother, and bore the inscription, "Pour la Paroisse de Inganiche jay été nommée Jean Françoisse par Johannis Decarette et par Françoisse Vrail, Parain et Maraine—la fosse Hvet de St. Malo m'a fait. An 1729."

Leaving South Bay the steamer makes her way around Middle Head, and calls at North Bay, where any passengers for the shore are landed in a small boat. Most of the inhabitants of North Bay are engaged in fishing, though

there are also tracts of good farming land. In summer quite a number of tourists find their way to Ingonish. Here are to be found surf bathing, probably the best in the island, good trout fishing and beautiful walks and drives, and a ramble along the sandy shores of the bay will please the most critical. The breeze laden with the fragrance of the sea exhilarates the system, and the beauty of the sunlight, as it glints upon the waves and sands and fields, ministers delight to the eye. At night the waves, as they dash roughly upon, or gently approach the shore, are often bright with the phosphorescent light of thousands of small medusæ.

On some trips the "Weymouth" returns from Ingonish via Englishtown to the Sydneys. On others she proceeds farther north, passing along the wild and rock-bound coast to Neil's Harbor, a small open bay, surrounded on all sides by barren and rocky ground. The inhabitants, principally of Newfoundland origin, are engaged in the cod and lobster fisheries. Back of Neil's Harbor stretch the vast wild barrens of the north of the island, where the moose, the caribou and the brown bear may still be found. Some miles in from the shore mica has been discovered, but though efforts have been made to develop it, up to the present they have been without success. Little more than a mile to the north of Neil's Harbor lies the sister settlement of New Haven.

Aspy Bay Beach.

Leaving Neil's Harbor the steamer's next stopping place is Aspy Bay, Cape North, a section of the county which ranks with Ingonish for the grandeur of its scenery. At the cape there are a number of excellent farms. Cattle, sheep and dairy produce are raised in some quantity. The cape itself is a thousand feet above the sea, and the Sugar Loaf, a cone-shaped peak, rises one hundred feet higher. From the summit of the Sugar Loaf there is a magnificent bird's-eye view of the country, looking to the south as far as Smoky, and in clear weather even to Lingan Head. To the northward is the beautiful district around Bay St. Lawrence, which of itself is worthy of a brief visit. Looking seaward on a

clear day can be traced the coast of Newfoundland near Cape Ray in clear outline. In the Cape North district galena has recently been discovered in what is considered to be profitable quantities.

Ingonish and Cape North have a great future before them as ideal summer resorts. They have all the requisites: cool breezes from the Atlantic, good fishing and shooting, fine scenery and excellent bathing. With well appointed summer hotels and better means of communication, they are destined to attract tourists in large numbers.

If the present remoteness and isolation of the Cape North country render visits to its picturesque scenes arduous and infrequent, the course of events at no distant time may make it easy of access and it may become a popular resort. The idea of a railway to this region obtained long since, and it may be earlier realized than many are wont to believe.

The Inverness and Richmond Railway already extends sixty miles to Broad Cove, where coal mining is successfully carried on, and coal and other minerals are known to exist still farther north, and more valuable discoveries may yet be made in this section which is now so little known. Who shall say that the industrial convulsion, which has swept over a small area of Cape Breton, shall go on further?

When this time shall come, these secluded strongholds of nature will be frequented and enjoyed by thousands who now know them only as their rare beauties have been described by others who have had the fortune to visit and behold their charms. The sea has held relentless sway for ages on this lonely coast, and has dashed remorselessly the craft of the fisherman and mariner upon its rocks, at once wrecking their hopes and their lives, with no human being near to see, to pity, or to rescue. The mountains alone are here, those eternal ramparts of stone, unmoved alike by the woes of man or by the changing moods of nature, standing impassive sentinels to guard, in sombre majesty, these solitudes of the north.

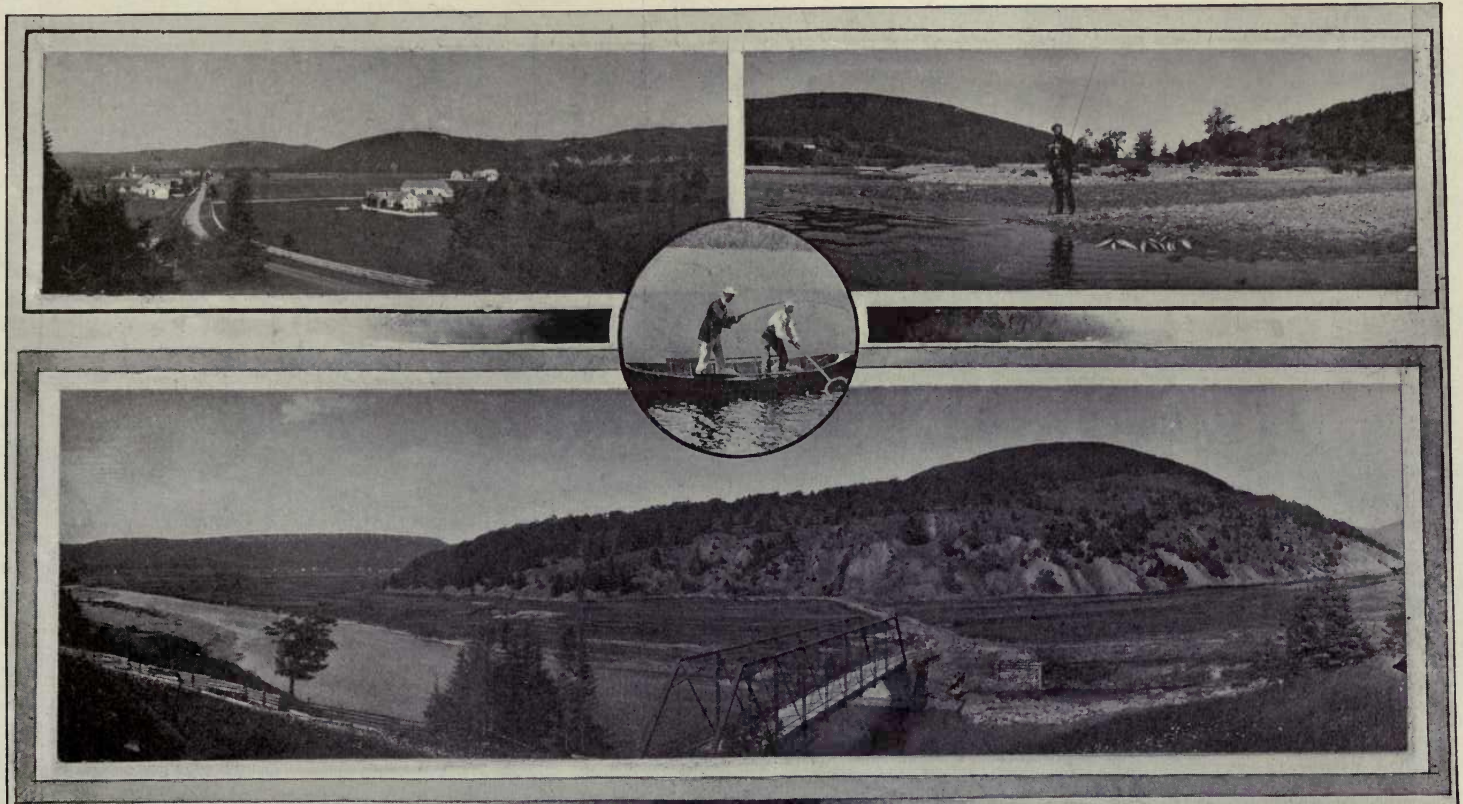
CHAPTER XXXIII.

BADDECK, WHYCOCOMAGH, LAKE AINSLIE AND MARGAREE.

"Baddeck and That Sort of Thing"—Ways of Reaching the Town—Beauty of the Approach—Kidston's Island—Charms of Baddeck—Its Summer Residences—Interesting Churches—Beinn Bhreagh, the Summer Home of Professor Alexander Graham Bell—Delightful Drives—St. Ann's—Baddeck River—Middle River—Lakes o'Law—Valley of the Margaree—Dudley Warner's Description of Whycocomagh—"The Naples of America"—Sail Through the Little Narrows—Salt Mountain—Micmac Reservation—Charms of Whycocomagh—Lake Ainslie—Scotsville—Along the Southwest Margaree—Margaree Forks—Margaree Harbor—Beauty of the Margaree Valley.

NEXT to the Sydneys and Louisburg the place in Cape Breton best known to the outside world is Baddeck. It is the Mecca of the island for the summer visitor. Since the day, some thirty years ago, when Charles Dudley Warner published his delightful classic, "Baddeck and That Sort of Thing," the American tourists, in increasing numbers, have yearly sought this haven of rest upon the peaceful shores of Cape Breton's inland sea of gold. Every visitor wishes to see the places Warner has immortalized, the house where Maud mixed the coffee on that calm Sabbath years ago, "the double-barrelled church," and the ancient jail. Singularly enough, it is said that when the book was first read at Baddeck, many people resented its playfully bantering description of the place and its people. Since then times have changed, and Baddeck has gratefully recognized the debt it owes to the delineator of its glorious views, its balmy air and its old world ways.

The tourist may reach Baddeck by several routes. He can take the steamer "Marion" at Hawkesbury, and come up through the lakes, or he can take either the "Marion" or the "Elaine" at the Sydneys. He can leave the Intercolonial Railway train at the Grand Narrows, and take the delightful ten-mile sail to Baddeck on the steamer "Blue Hill." Approaching the town from the water different ramifications of the lake may be seen in all directions. On the right is the entrance to the Little Bras d'Or Gut; directly ahead is seen the Big Bras d'Or Gut; to the left the way lies open up through the Little Narrows to Whycocomagh. As the boat turns to enter Baddeck Harbor, the view down the bay is enchanting. Kidston's Island lies directly opposite the town. On the side remote from Baddeck is a long sandy beach, with splendid bathing facilities, where a summer hotel is shortly to be built.



THE MARGAREE RIVER AND VALLEY, *The finest Salmon Stream in Eastern Canada.*

The tourist will find the whole country delightful, and can profitably spend all the summer here if he wills. Baddeck's charm lies in its quiet, its beautiful scenes, its glorious sunsets and its health-giving breezes, redolent of the salt charm of the lake. It may well be said of Baddeck: "The most electric American, heir of all the nervous diseases of all the ages, could not but find peace in this scene of tranquil beauty, and sail on into a great and deepening contentment." Sailing and rowing and bathing may be enjoyed in perfection, and at Red Head there is good sea trout fishing.

The town itself may be described in a few words. It consists mainly of a row of houses stretched along the shore of the harbor and situated at comfortable distances apart. In the centre there are also a few residential streets farther back. Quite a number of wealthy and prominent Americans have summer residences in Baddeck, chief among these being that of George Kennan, the well-known writer and Siberian explorer. As Baddeck is the capital of Victoria County, it is the seat of the court house, a substantial building of pleasing architectural design. It also enjoys the by no means empty honor of being the first town in the island to possess a public library. This excellent institution, which owes much to Professor Graham Bell, has a good selection of books. Here the tourist may while away his time most enjoyably on any rainy day he may chance to encounter.

Baddeck's churches are Presbyterian, Roman Catholic, Anglican and Methodist. The Presbyterian church is "the double-barrelled church" of Warner's idyl. Here services are still conducted every Sunday both in English and in Gaelic. To one who has never heard it before, the singing of the Psalms in Gaelic will seem strangely weird and fascinating. St. Peter's, the Anglican church, has an interesting curiosity in its quaintly carved stone font, many centuries old, which was brought from England. This church was erected by the late Rev. Simon Gibbons, a talented clergyman of Esquimau descent, whose name is still a household word in many parts of Victoria County. His mission extended all the way to Cape North, nearly a hundred miles, which he would often traverse upon snow-shoes in the depth of winter. The houses of the town are of a comfortable description, and the stores have long since lost their primitive character, and now supply at reasonable rates all the necessaries and most of the luxuries of life.

A few miles to the east of Baddeck is Beinn Bhreagh, the beautiful summer residence of Professor Alexander Graham Bell, the inventor of the telephone. The name itself is the Gaelic for Beautiful Mountain, a fitting appellation for so charming an abode. The inventor owns the whole mountain of over a thousand acres in extent. He has covered it with a net-work of excellent roads, and by his experiments in farming and gardening has done much to demonstrate Cape Breton's capabilities in these directions. His farm has a flock of thoroughbred merino sheep, imported at great expense.

Near the house a large and well appointed laboratory is situated, where the inventor conducts his electrical experiments, and where many of his efforts to perfect a flying machine have been made.

From Baddeck a number of delightful drives may be taken. One of these lies over the hills to St. Ann's Bay, one of the most romantic in the island. The road is dotted with the white cottages of the farmers, nearly all of Highland extraction, who still retain most of the characteristics and customs of their forefathers in the land of the heather.

STAR FALLS—BADDECK.

A few miles by carriage in another direction is Baddeck River, where good trout fishing may be found, and a visit to the beautiful Uisge Ban (White Water) Falls, one of the loveliest sights in the whole island, may be made. From Baddeck a pleasant drive over perfect roads takes the tourist to the Middle River district, where some of the finest trout fishing is to be obtained. Going on still farther from Middle River a short drive brings the traveler to the famous Lakes o'Law, or Harvard Lakes. The early settlers recognized in these lovely waters a wonderful reproduction of many of the well known lakes of Scotland. The beautiful sunrise and sunset effects which pervade these waters and the surrounding mountain must be seen to be appreciated as they deserve. Developed as it is to a wonderful degree of perfection, the photographer's art can do but partial justice to them. The original settlers in these parts all came from the western Highlands of Scotland and the Hebrides. They landed on the western coast of Cape Breton, and the Protestant portion seem to have pushed their way inland to the lakes and the shores of the Bras d'Or, while the Roman Catholics formed settlements upon the coast.

If the traveler drives on some miles farther from Little River, the beautiful valley of the Northeast Margaree, the finest agricultural section of the island, is reached. Here farming and grazing are extensively pursued. At harvest time

the scene resembles, on a miniature scale, similar sights on the western prairies. The graceful American elm adds a special charm to the wide-spreading intervales of the Margaree. The river itself has long been noted for its salmon fishing, and a number of the best pools, which have been leased to enthusiastic American sportsmen for large sums for a few days' fishing each year, are carefully preserved.

In taking the various trips which have been thus briefly described, and in enjoying the *dolce far niente* in lovely Baddeck itself, one may well spend the greater part, if not the whole of his holiday, snatched from the turmoil and the toil of the rushing life of this workaday world.

WHYCOCOMAGH, LAKE AINSLIE AND MARGAREE.

SUMMER VISITORS AT BADDECK.

"A peaceful place, this Whycocomagh; the lapping waters of Bras d'Or made a summer music all along the quiet street; the bay lay smiling with its islands in front, and an amphitheatre of hills rose behind."—*Charles Dudley Warner.*

The little village of Whycocomagh, which has been called "the Naples of America," is a rival of Baddeck in the attractions it offers. It can be reached by taking the steamer "Elaine" either at the Sydneys or Baddeck. The sail through the windings of the Little Narrows, with its sunny slopes and hills clothed with fir rising gently into mountains, is a delightful one. Whycocomagh Harbor itself is a beautiful place with ideal surroundings. On the right of the harbor may be seen Salt Mountain towering above the waters of the bay. This peak received its name from the saline springs, which are situated about six hundred feet above the lake, a steep climb, which is amply compensated by the glorious panorama spread out before the delighted gaze of the visitor.

From the top of Salt Mountain almost the whole of the Bras d'Or Lake region may be seen. On the left lies Indian Island. On the shore opposite to the island is a large reservation of the Micmac Indians, situated at the foot of Skye Mountain. A visit to the settlement of the red men will prove quite interesting, and the visitor may bring as mementoes of his trip some of the neat basket work of the Indian women, scented with the interweaving of the species of

grass known as sweet hay. Good bathing houses are connected with the hotel, and fine boating may be enjoyed upon the waters of the bay.

From Whycocomagh a pleasant drive takes one to Trout River, which flows from the southern extremity of Lake Ainslie, and which is one of the best fishing resorts in the island. The lake itself, which is twelve miles long, is the largest body of fresh water in Cape Breton, and presents some of the finest scenery of the Maritime Provinces. All around the lake are excellent farms. Indeed, so prosaic are the times that the suggestion has been made that were the lake drained it would make an eligible site for an experimental farm. Whilst such a suggestion to the lover of the beautiful calls up thoughts of the Goths and Vandals, yet from a practical point of view, it is a good one. Lake Ainslie has also been somewhat prominent of late from the fact that extensive borings for oil have been made in its neighborhood. While there are promising surface indications, prospectors have not up to the present been rewarded with success. A longer drive, but one of great beauty, is along the eastern side of Lake Ainslie to Scotsville, where the southwest branch of the Margaree takes its rise. Following the course of the river the road continues on to Margaree Forks, where this branch of the river unites with the northeast branch, and from the Forks the road runs to Margaree Harbor at the coast. Through the valley of the Northeast Margaree the main highway leads on to the Middle River district and so to Baddeck. Some of the best fishing in the island is to be found at Margaree Forks. A winding silvery stream, with pebbly beach and grassy islets; spreading intervales, studded here and there with feathery elms; then sloping land devoted to hay and grain, and decked with comfortable farm houses and capacious barns; higher up dense forests; and higher still the blue sky bedecked with fleecy clouds—such is the valley of the Margaree on a fine summer day, and it is one of the fairest scenes on God's fair earth.

A Mountain Cascade near Baddeck.

CHAPTER XXXIV.

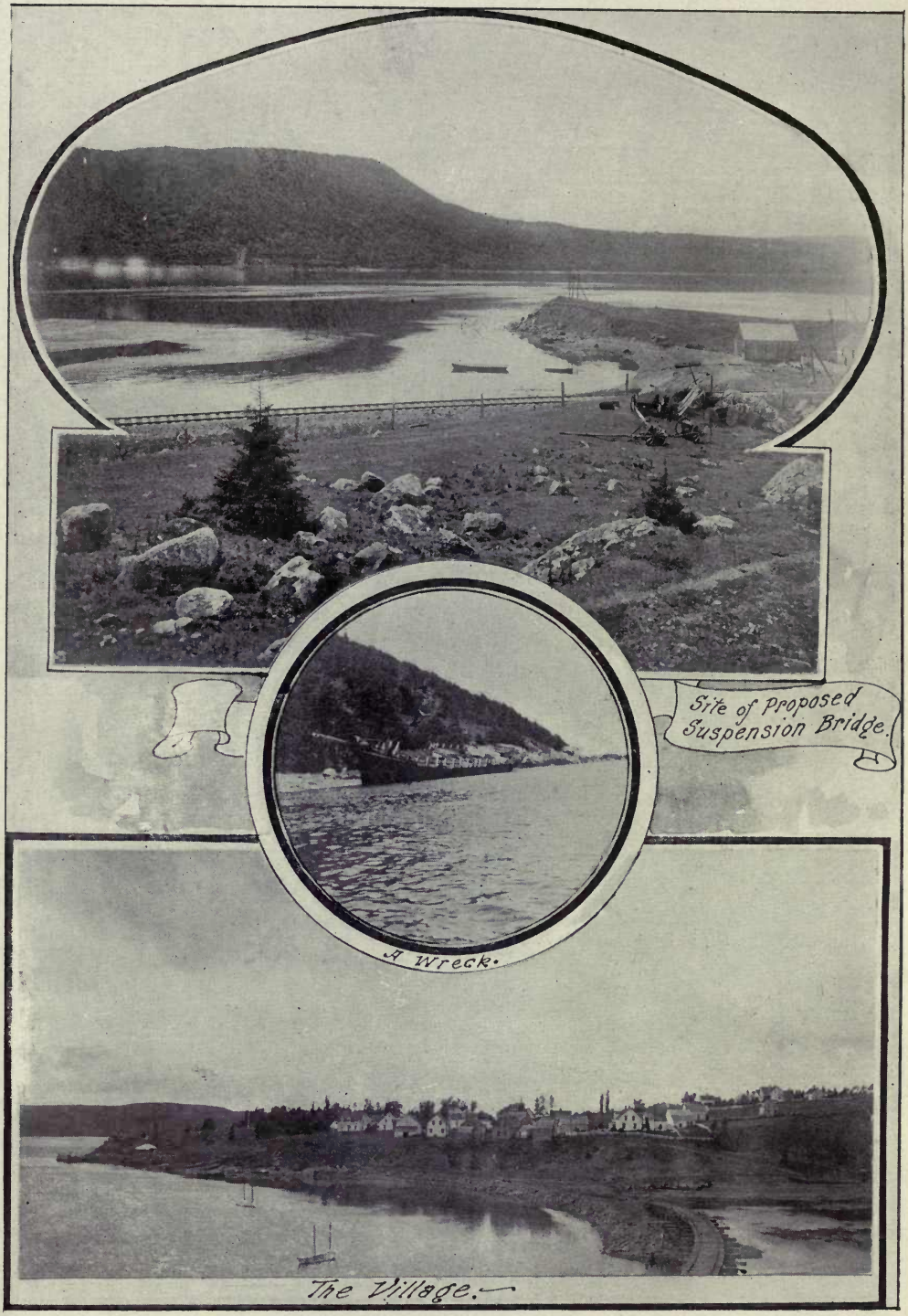
ALONG THE LINE OF THE INTERCOLONIAL AND THE INVERNESS AND RICHMOND RAILWAYS.

LEAVING SYDNEY—BALL'S AND LEITCHE'S CREEKS—GEORGE'S RIVER—ALONG THE SHORES OF THE LITTLE BRAS D'OR—BOISDALE BARACHOIS—BOULARDERIE—SHENACADIE—GRAND NARROWS—IONA—ORANGEDALE—WEST BAY ROAD—MARBLE MOUNTAIN—POINT TUPPER—INVERNESS COUNTY—ITS VARIED RESOURCES—OPENING OF THE INVERNESS AND RICHMOND RAILWAY—PORT HAWKESBURY—FORMERLY SHIP HARBOR—PORT OF CALL OF THE PLANT LINE—POPULATION—CHURCHES—PORT HASTINGS—FORMERLY PLAISTER COVE—NEW COAL SHIPPING PIER—CAPE PORCUPINE—DRIVE TO HAWKESBURY—BOATING EXCURSION TO AULD'S COVE—ALONG THE LINE OF THE INVERNESS AND RICHMOND RAILWAY—PORT HOOD—EARLY DAYS—THE HARBOR—PORT HOOD COAL COMPANY—POPULATION, CHURCHES, SCHOOLS AND STORES—GLENCOE—MABOU—MABOU COAL MINING COMPANY—GLENDYER—ORIGIN OF THE NAME—THE MILLS—STRATHLORNE—BROAD COVE—COAL MINES—OTHER VALUABLE MINERALS — ATTRACTIONS FOR TOURISTS — CHETICAMP — ITS PEOPLE AND INDUSTRIES—ROMANTIC BEAUTY OF THE SCENERY—MINERAL WEALTH—PLEASANT BAY.

THE route taken by the Intercolonial Railway, as it traverses the island from Point Tupper to the Sydneys, affords an excellent glimpse of much of Cape Breton's beautiful scenery, but the journey through the island should first be made by the way of the Bras d'Or Lakes, and the return trip by rail, as the incoming trains pass through much of the best scenery after dark, while the outgoing trains from the Sydneys leave in the morning, thus allowing the journey through the island to be made by daylight. Having passed the beautiful scenery of Ball's and Leitches' Creeks, the first point of interest is George's River.

In the distance may be seen the extensive limestone quarries of the Dominion Iron and Steel and the Nova Scotia Steel and Coal Companies. All the way from George's River to Grand Narrows the railway follows the shore of the Little Bras d'Or, and the scenery is attractive. Long Island is a specially beautiful spot, and is a suitable site for a large summer hotel. The scenery at Boisdale Barachois is charming, and here good duck shooting may be found in the autumn. At the other side of Little Bras d'Or Gut is the fertile island of Boularderie which, since the conquest of Cape Breton, was settled by sturdy Highlanders from Scotland, whose descendants now form the bulk of its population. At Shenacadie, a distant view, looking over the waters of the lake, may be had of the town of Baddeck.

Grand Narrows is a favorite resort of summer visitors, for whom, on account of the beauty of its scenery and its central position, it affords desirable headquar-



Scenes Near Port Hastings.

ters. A number of distinguished Americans, including Bishop Whittaker, yearly spend their summer vacation at this place. A few hundred yards above the hotel there is a fine view looking up four different arms of the Bras d'Or—East Bay, St. Peter's Inlet, West Bay and through the Grand Narrows to the Little Bras d'Or. The Grand Narrows bridge is a triumph of engineering skill. With approaches it is upwards of a mile in length, and cost the government a million and a half dollars. At the other end of the bridge is the little settlement of Iona, called after Scotland's sacred and historic isle. At Orangedale there is an extensive brick manufacturing industry. West Bay, an arm of the Big Bras d'Or, is reached by West Bay Road Station. Here the scenery is fine. A few miles from the village is Marble Mountain, which is a scene of industrial activity. Point Tupper, named in honor of the well-known Conservative statesman, is the western terminus in Cape Breton of the Intercolonial Railway. Here is the junction of the Cape Breton Railway with the Intercolonial. A transfer of an entire train is made across the Strait of Canso on a large steamer, recently constructed at great cost for this service. The strait presents varied views. Looking to the right the thriving towns of Hawkesbury and Hastings, both on the Cape Breton side, are to be seen; opposite Hastings Cape Porcupine looms up; looking to the left the eye follows the windings of the strait towards Port Malcolm on the Cape Breton side and Melford and other sections on the mainland; directly opposite lies the town of Mulgrave, situated on the rising ground overlooking the strait.

ALONG THE INVERNESS AND RICHMOND RAILWAY.

The county of Inverness extends all along the western coast of Cape Breton from the Strait of Canso to Cape St. Lawrence in the extreme north. Its name was given by the early settlers from the Highlands of Scotland, who thus perpetuated in their new home a title which was very dear to many of them. Inverness County is endowed with splendid natural resources. Coal is found at several points along the coast, and copper, gold, galena and other valuable ores have also been located and to some extent developed. The fisheries are a productive source of revenue, and the county also contains the best agricultural lands in the island. In the past this county has suffered greatly from isolation, but this has now been remedied by the recent opening of the Inverness and Richmond Railway, which taps the best coal-bearing and agricultural sections. This line was built and is operated by Mackenzie and Mann, the well-known railway contractors, and it now extends from Hawkesbury Junction to Broad Cove, a distance of sixty-one miles, but ere long a further extension is to be made to Cheticamp, an important fishing settlement, which abounds in mineral wealth. The line was opened for traffic in 1901.

Port Hawkesbury, at present the only incorporated town in Inverness County, is pleasantly situated on the Strait of Canso directly opposite to Mulgrave. It has an excellent harbor, and from this fact received in earlier days from the British Admirals, whose fleets visited the coast waters of Cape Breton, the name Ship Harbor. Later on it was given its present name, probably to avoid the possibility of confusion with Ship Harbor in Halifax County, Nova Scotia. Hawkesbury (the Port is now generally omitted) has long been the Cape Breton port of call for the steamers of the Plant Line, and is thus brought into touch with a large proportion of the tourist travel from the United States. The "Marion," of the Bras d'Or Steamboat Company, also calls at this port, connecting with the Boston boat. The harbor is largely used by fishing vessels, Hawkesbury forming an important entrepot for the shipment of fish both by rail and steamer. Both steam and sail ferries connect the town with Mulgrave. Hawkesbury obtained incorporation some years ago, and enjoys the unique distinction of being the smallest incorporated town in the Province of Nova Scotia, the census of 1901 giving its population as only 633. Port Hood, with the important developments which must follow in the wake of the coming of the Inverness and Richmond and the Cape Breton railways, has a bright future. The present assessment of the town is slightly over $106,000. The residences and the stores stand chiefly upon a street extending along the harbor, of which they command a fine view. A well-planned town hall is used for public meetings and entertainments. The Roman Catholics, who are the largest religious body, have a spacious and well-built church, the Methodists, Baptists and Presbyterians having suitable church edifices. Church of England services are at present held in a hall, which is also used by the Masonic fraternity. A short distance to the east of the town is the junction of the Inverness and Richmond Railway with the Intercolonial. The offices of the Cape Breton Railway are in the town, and the line between Hawkesbury and St. Peter's is completed. Hawkesbury is thus to be the intersecting point of three important lines of railway. About three miles up the railway is the town of Port Hastings, known in earlier days as Plaister Cove on account of the deposits of gypsum which may be seen in the surface of the cliff near the entrance to the town. Its present name was given it in honor of Sir Hastings Doyle, at one time Lieutenant-Governor of Nova Scotia. For a number of years the Western Union Cable office was at Port Hastings, till it was removed to North Sydney. The presence of a large staff of operators in the community made that period of its history a flourishing one, considerable sums of money being placed in circulation, as the company's pay roll was extensive.

There is a neat Presbyterian church, and many stores and comfortable residences, and the town has become an important coal-shipping port, owing to the erection of a large coal pier, similar to that at North Sydney, from which steamers will carry the product of the Broad Cove mines. The town affords a

quiet and delightful summer resort. Directly opposite is Cape Porcupine, a well-wooded promontory which rises six hundred and forty feet above the sea, towering majestically above the Strait of Canso, which separates it from Hastings. There are a number of delightful walks, one being that to the Plaister Rock.

A favorite boating excursion is to Auld's Cove, the boat stopping on the way at Martin's Cove at the south of Porcupine. A climb up a steep winding pathway leads to the Porcupine's back, whence a magnificent view of the strait, nearly seven hundred feet below, is obtained. Looking north, Bay St. George, Judique, Port Hood and Port Hood Island are seen, while to the south the eye ranges over the entrance to the strait and all the surrounding country.

A Wooded Creek on Sydney Harbor.

The trip from Hawkesbury or Hastings along the line of the railway is an interesting one. As the road winds and turns it continually opens up new vistas of beautiful scenery. In the fall especially, when the first frosts are turning the green of the forest trees to infinite varieties of red and brown and gold, the scene is one of peculiar beauty.

Along the line are the stations of Troy, Creignish, Cregmore, Judique and Catherine's Pond. The town of Port Hood is twenty-eight miles from Port Hastings, and is the capital town of the county. From the hill above the northern end of the town looking south, may be seen the whole settlement nestling comfortably on the green slopes, below which lies the blue water of the harbor. Smith's Island, sometimes known as Inner Port Hood Island, is just outside of the harbor, and beyond this again lies Henry, or Outer Port Hood Island. Looking north, Cape Mabou looms up in the distance, and looking west, Cape George on the mainland is seen, and on a clear day the dim outline of the coast of Prince Edward Island may be discerned.

The French called the place Justaucorps, the British later on giving it its present name in honor of the famous admiral. The first English settler is said to have been John Smith, who came in 1789. In those days, as old plans plainly show, the island which was called after this first settler, was connected with the mainland by a sand beach and a narrow strip of land. Indeed, there are residents of Port Hood still living who have mowed the grass and made hay where the blue waters of the ocean now hold undisputed sway. The story of how the change came about is a curious one. A vessel, it is said, was wrecked upon the beach, and gradually worked its way in, thus making a course for the water. The fishermen then thought a channel connecting the northern end of the harbor with the open sea would be of great advantage, and they accordingly dug one, and the elements soon did the rest. Efforts are being made to induce the government to fill up this channel, and there is reasonable prospect of this soon being done. The harbor will then be safe and commodious.

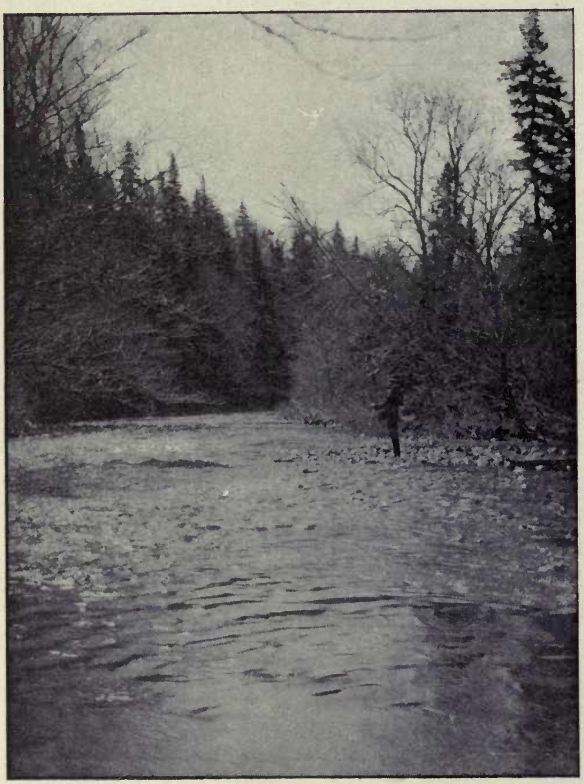
The town is now growing rapidly, mainly owing to the developments being made by the Port Hood Coal Company, whose mines are situated very near to the line of the railway. The company are extending their pier to deeper water, and are erecting miners' cottages as well as making other important improvements.

During the season Port Hood has connection by water with Guysboro, Canso, Arichat, Mulgrave and Hawkesbury to the south, and also with Eastern Harbor, Pleasant Bay, and Meat Cove to the north, as well as Pictou and Prince Edward Island.

The present population of the town is about one thousand. It has a good court house, neat and well appointed churches and schools. The business men are progressive, and the town forms the business centre of a prosperous farming district.

Having passed Glencoe, named after Scotland's ill-fated glen of the same name, the next point of interest is Mabou, one of the loveliest spots on the coast of Inverness. A pleasant scene is the entrance to the village by the bridge that spans the river. Valuable coal deposits exist about six miles from the town. They are owned by the Mabou Coal Mining Company, who are constructing a wharf and connecting it with the mine they are opening by a railway four and a half miles in length. There are many fine farms in the neighborhood. Three miles from Mabou is Glendyer station. The brook scenes in this neighborhood, with their stately specimens of the American elm, give impressive beauty to the scene. An interesting feature at this point is the Snake Curve, where the railway forms almost a complete circle. After passing Glendyer the railway winds through the Gorge, one of the most striking natural scenes on the entire line. The origin of the name Glendyer is an interesting one. In 1848 Donald McLean McDonald came from New Glasgow, N. S., and erected a fulling mill for the dyeing and

dressing of hand-made cloth. As this was the first establishment of the kind in Cape Breton, McDonald became known as "the Dyer," and his home was called "the Dyer's Glen," which he himself transposed into Glendyer. Saw, grist and shingle mills have been added, and quite a village has sprung up at the scene of the enterprise. In 1866 the founder of the industry died, but the business was continued by his sons, and in 1868 spinning machinery was introduced, followed rapidly by a weaving plant. Since that date the property has been greatly developed. Now tweeds, homespuns, blankets and yarns are turned out in increasing quantities, the product of the Glendyer Woolen Mills having a high reputation throughout the Maritime Provinces. The coming of the railway to Glendyer will greatly benefit this industry, situated as it is between the mining towns of Port Hood and Broad Cove and in the midst of the best agricultural section in Cape Breton. The mills are now lighted by an electric light plant of their own.



A Favorite Trout Stream.

Eight miles beyond Glendyer Mills is Strathlorne station, also the centre of a picturesque section of country. Four miles farther on is Broad Cove, at present the northern terminus of the railway, and here are located the offices of the company. The coal areas of this company cover a large extent of territory, and there are two principal seams, one of them no less than thirteen feet in thickness. The company have recently installed a thoroughly modern plant, and as a result of this development of the coal areas and the coming of the railway, Broad Cove has rapidly grown from a few scattered houses to an important town, with a branch of the Union Bank of Halifax, stores and hotels.

Broad Cove is one hundred and twenty miles nearer the St. Lawrence ports than Sydney, and within easy reach of all the important ports of the Maritime

Provinces. Coal is not the only mineral found at Broad Cove. Freestone, gypsum, limestone and fire-clay exist in large quantities near the mines, and there are indications of copper, silver and iron. Gypsum is abundant and of good quality. All the freestone used in the construction of the company's slopes was quarried in the neighborhood. The fishing grounds in front of the harbor are most productive. The harbor has a fine beach, over two miles in length, which affords splendid bathing in the clear waters of the cove. The scenery, too, is picturesque, the ground gradually rising from the seashore with abrupt elevations here and there and stretching back to the towering hills of Cape Mabou.

The Inverness and Richmond Railway should be extended as far north at least as Cheticamp, a large French fishing settlement, thus opening up the valuable Chimney Corner and other coal areas, as well as giving a better opportunity for the development of the other mineral wealth of northern Inverness. Another proposed extension would run from Broad Cove to the Margaree valley, opening up this fine farming and stock raising district, and attracting tourists in greater numbers to this lovely section of the country.

Cheticamp is not at this date as easy of access as other parts of the country. The population are nearly all the descendants of fourteen French Acadian families who settled there in 1801. They took up two large grants of land, which now form the present parish of 4,000 souls. The harbor is large and safe. The church, which was built of stone taken from Cheticamp Island, is a worthy monument to the piety of the people. There is a large convent conducted by the Sisters of Providence, of Montreal, where excellent instruction is given, and where the sick and the orphans are taken care of. Both French and English are taught in all the public schools. The principal industry of the district is the catching and curing of fish. At Eastern Harbor seventy boats are employed in the fisheries, at Cheticamp Point fourteen, at Grand Etang twelve, and at Cape Rouge eleven. The annual product is about 5,000 quintals of dried cod, 1,000 cases of lobsters, and 1,000 to 2,000 barrels of mackerel. The soil in the neighborhood is dry and fertile, and the marshes yield hay of good quality. Cheticamp farmers yearly export about 10,000 bushels of potatoes, 2,000 sheep and five hundred oxen. The place has many attractions to offer to the tourist—boating, bathing, fishing and shooting. Little River and Chapel River both abound in trout and salmon. Few sections of Cape Breton surpass in interest the mountain country of Cheticamp. To the undulating region of the seaboard is contrasted the wild and romantic scenery of the interior plateau, which is cut by the numerous streams on their way to the sea into innumerable deep and gloomy gorges and defiles with steep, precipitous sides, towering crags and crystal cascades. In this wilderness the caribou, moose, bear and fox still exist comparatively unmolested, and partridge and other wild fowl are plentiful. Along the coasts and near the settlements the forests have disappeared, but the interior

is still well wooded with spruce, fir, birch, maple and beech. The climate is delightful. Fogs are unknown and the mountain range protects the valley from the severity of the northeast winds.

The future of Cheticamp lies in the development of its vast mineral resources. Along the Cheticamp River, which flows between two ranges of rocky hills, is the finest gold-producing region in Cape Breton. Recent researches have also revealed the existence of silver, copper, lead and zinc ores. It also has good building stone, plaster, lime and barytes. A valuable barytes mine at Cape Rouge was opened in 1900 by Messrs. Harrison, Henderson and Potts, of Halifax, and has proved very satisfactory. Most of the mineral areas of the Cheticamp district are controlled by either the Inverness Mining Company or the Cheticamp Mining Company. North of Cheticamp is Pleasant Bay. A great deal of prospecting in silver, lead and gold has been done in this district, and promising indications have been found, although as yet no extensive developments have been made.

An Old Scotch Couple and their Humble Home at Whycocomagh.

CHAPTER XXXV.

ARICHAT AND ISLE MADAME.

SHIRETOWN OF RICHMOND COUNTY—A CITY OF PERPETUAL PEACE—DESCRIPTION OF ARICHAT—POPULATION — ACADIANS — FORMER IMPORTANCE OF THE TOWN — GOLDEN DAYS OF ARICHAT—PEOPLE DESCRIBED—OLD FRENCH HEAD-DRESS OF THE WOMEN—LANGUAGE—ORIGIN OF THE NAME ARICHAT—JERSEY SETTLERS—JERSEY FIRMS—CHURCHES AND SCHOOLS—PLEASANT DRIVES—DESCOUSSE—WEST ARICHAT—PETIT DE GRAT—NEED OF RAILWAY CONNECTION.

RICHAT, the shiretown of Richmond County, is situated upon a fine harbor on the southern side of Isle Madame, a picturesque and fertile island separated from the mainland of Cape Breton by Lennox Passage. One of the charms of Cape Breton lies in the variety of the scenery it presents. Arichat and the Isle Madame have a charm of their own. If the Sydneys are placed at one end of the scale because of their wonderful industrial development and the busy hum of commercial activity, Arichat stands at the other for its quiet streets and old world charm. It is a city of perpetual peace. At first its very quiet seems almost oppressive, but ere long the beauty of its scenery, the quaint charm of its old-fashioned residences and stores, the calm, deliberate life of its people, take possession of one. It is a very isle of the lotos-eaters, "*a land in which it seemed always afternoon*," a land where, with calm delight, one may "*watch the crisping ripples on the beach, and tender curving lines of creamy spray.*" And best of all, Arichat has not yet been spoiled by the influx of the summer visitor. If the tourist wishes to bring the life of the city to his summer resting place, let him not come to Arichat, but if he desires to get far from the whir of the street car and the rush of life that telegraphs and telephones stand for, let him seek Isle Madame and he will find himself well repaid.

Arichat, though seemingly out of the world, is yet remarkably easy of access. During the greater part of the year the little steamer "John L. Cann" makes daily trips from Mulgrave, connecting with the trains of the Intercolonial Railway. The sail of about two hours through the beautiful Strait of Canso and out to the open sea ere Arichat harbor is reached, is a delightful one.

An American visitor is said to have described Arichat as seven miles long by four inches wide. As a matter of fact the town extends along the sea front for between three and four miles. It consists of two long parallel streets, connected by short avenues from the main to the upper street, all the stores and most of the residences being on the lower thoroughfare. The population of

Arichat is between 1,000 and 2,000, that of the whole island being about 6,000. The vast majority of the people are of French extraction. In the days when Cape Breton was Île Royale, this was an important settlement.

The French settlers increased rapidly, and for a long time Arichat and the whole island were in a most prosperous condition. The fisheries proved a remunerative source of employment, and the settlement possessed numbers of vessels, which engaged in the coasting trade. Many small craft, brigs, brigantines and schooners were built and launched here; the whole water front was lined with wharves, the battered remains of which may still be seen; and almost every other man owned a small coasting vessel. At one time Arichat ranked next to Halifax and Yarmouth, excelling all other ports in Nova Scotia in the amount of its shipping. It was at least the equal, if not the superior, of Sydney, in general importance, and it bade fair to become a large and flourishing commercial centre. Situated at the entrance of the Strait of Canso, then considered a key to the Canadas, with a harbor open all the year round, it seemed certain that it must become a place of resort for ships going to Quebec to recruit, after their long outward voyage, with provisions, fuel and water.

The golden days of the town were probably during the period of the war between North and South in the United States. At that time the hardy sons of Isle Madame were engaged with their sailing vessels in the coal-carrying trade from Sydney Harbor and Pictou to Boston and other New England ports. When a freight of five dollars a ton could be obtained on coal from Pictou to Boston, their little vessels of three hundred tons or so could soon net a small fortune. The vessels went even farther afield than this. The Honorable Isidore Le Blanc, a member of the Legislative Council of Nova Scotia, and one of the leading Acadians of the island, has a remarkable carved Chinese chair brought home by an Arichat sea captain in the days of old.

What with the coal trade and the fisheries Arichat flourished apace, but alas for its hopes, the day of sailing vessels was done, and the advent of steamers engaged in the coal-carrying trade soon led to the rapid decline of the place's shipping interests. However, the fisheries still remain, the harbor is an excellent one, and Arichat awaits the advent of a railway, which is destined to revive its drooping vitality.

The people of the island are noted for their refined manners and innate courtesy. For a long time the customs and the dress of ancient France lingered on in these retired settlements. Maidens still wore the dainty Norman kirtle and the head-dress of snow white linen. Alas, however, all this has almost completely disappeared. A few of the older women, indeed, still wear their old headdress, a black coif or handkerchief twisted round the head and formed into a cone-shaped structure. In a few years even this will be a thing of the past.

French is still the language of the home, but practically all the people now speak English as well. As this language is taught in the public schools, French will probably slowly but surely disappear. Though as a rule ungrammatical, such expressions as *j'avons, j'allons*, etc., being quite common, it is pure French, though of course many of the words still in use have been long obsolete in France. Modern English words are often quaintly mingled with the French of the days of the old régime.

The name of Arichat affords an interesting case of an Indian word being changed to an apparently French form, as it undoubtedly represents the old Micmac name of Nerica, from which through the forms Nérichac and Nérichat, the present name was evolved. Madame, the name of the island, is undoubtedly taken from the use of that title as given to the eldest daughter of the French kings.

In addition to those of Acadian descent there are people of both English and Irish origin. There are also a number of descendants of settlers from the islands of Jersey and Guernsey. Such names as Gruchy, Jean, Fixott, Beaudrot and others are all of this class. In former years a large number of Jersey firms had flourishing fishing stations on the island. Among these were the well-known names of Janvrin, De Carteret, and Hubert. Their enterprise to-day is represented only by old decayed wharves and dilapidated warehouses; however, one Jersey firm, Robin Collas & Company, still does business at Arichat. Their first establishment was erected in Jersey Island at the southern entrance to the harbor as long ago as 1765. This establishment was later on destroyed by the well-known pirate Paul Jones. Soon after another warehouse was built on the site at present occupied by them. A store erected in 1797 is still in a good state of preservation. Now that the local fisheries seem to have declined, many of the brave sailors of the island go yearly to the United States, where they ship with the bank fishing schooners of the port of Gloucester.

The great majority of the people are devout adherents of the Roman Catholic faith, and they have several large churches in the island. At Arichat there is also a large convent, where the Sisters of the order of Notre Dame, of Montreal, formerly conducted a most successful private school for girls, in which French, music, drawing and art needle-work, as well as the usual branches, were well taught. Unfortunately, owing to the decline in the attendance, due probably to the multiplication of convent schools in other parts of Cape Breton, it has been closed for some time, but ere long it may be re-opened. The Christian Brothers at one time conducted a school for boys. There is a large and well-built Anglican church at Arichat, whose congregation is mainly drawn from the descendants of the settlers from Jersey. In connection with it there is a comfortable rectory and a Sunday-school building. There are also a few Presbyterians on the island, for whose use a small church has been erected at Arichat, which is supplied during the summer months by a catechist.

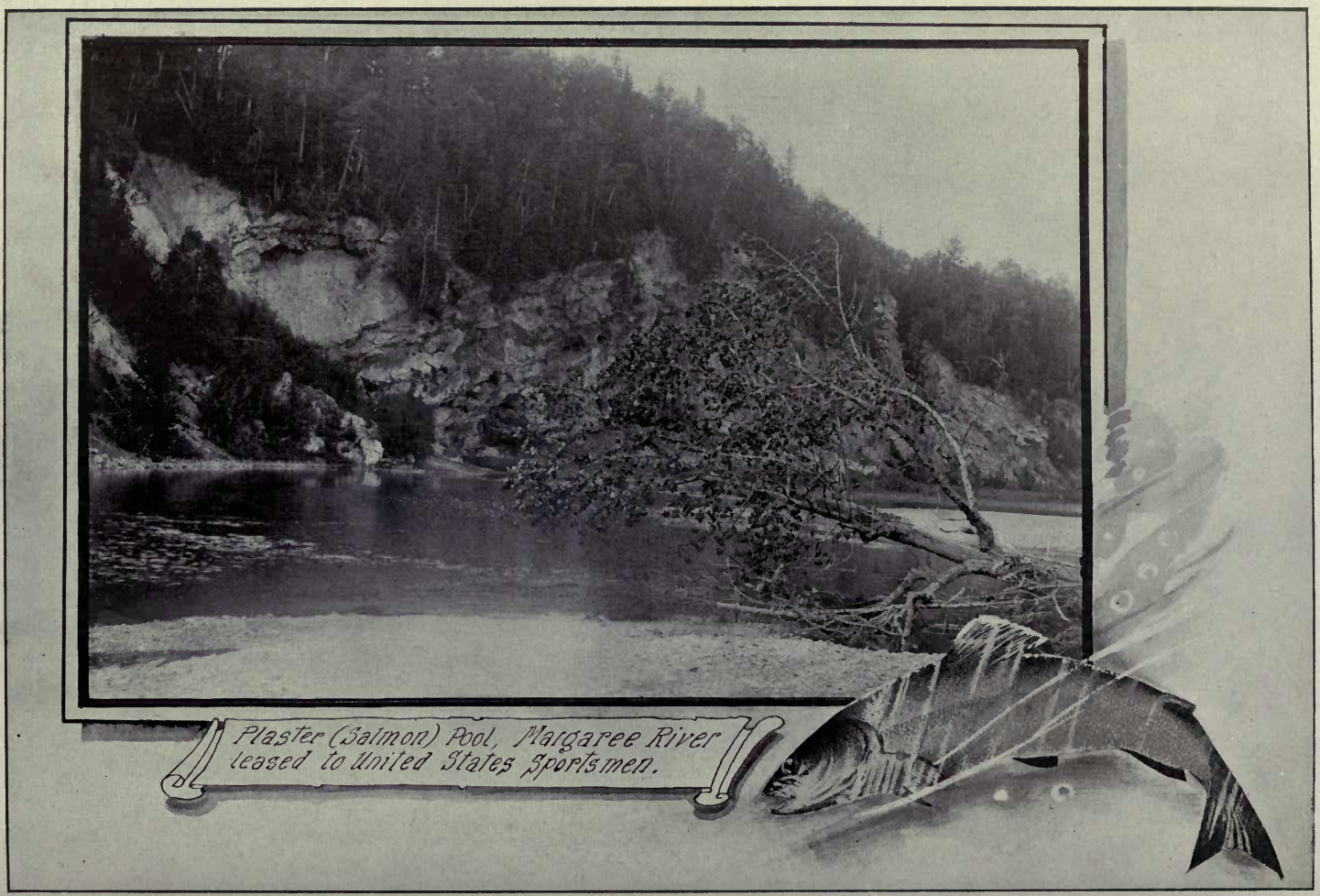
Brook (Salmon) Pool, Margaree River
Leased to United States Sportsmen.

Arichat has a daily mail in summer which is carried by the steamer "John L. Cann," but in winter it is driven overland from McIntyre's Lake station on the Intercolonial Railway and ferried across Lennox Passage. All the roads of the island are good, and quickly dry up even after the heaviest rain storms. A number of pleasant drives can be taken, probably the best of these being that by the Lennox Ferry Road through Poulamond, Descousse, Lower Descousse and Cape Le Ronde, where there are a number of good farms. Descousse is a flourishing settlement. The return journey may be made by Rocky Bay to Arichat. Another trip will take the visitor to West Arichat or Acadiaville, a thriving settlement, and to Port Royal, so called as a memorial of the Acadian settlement in western Nova Scotia, now known by its English name of Annapolis.

The most prosperous fishing settlement on the island to-day is undoubtedly Petit de Grat. Here one firm has five smoke-houses, and in 1901 put up 145,000 pounds of finnan haddies and 4,500 pounds of other smoked fish. Another, which has two well-equipped smoke-houses, also did a large business in dried fish, besides disposing of 50,000 pounds of fresh haddock. In 1901 a large freezer and ice-house were erected, and the fishermen are now supplied with frozen bait. A small steamer connecting with Canso also made frequent trips, and led to the development of a fresh-fish shipping business. As Petit de Grat has a well-sheltered harbor, safe of approach in nearly all weathers, a large increase in the trade, both in fresh and smoked fish, is likely to be built up. The lobster fisheries also afford profitable employment to many of the people. There are canning factories at West Arichat, Petit de Grat and Cape Ariguet.

The great need of Arichat, in common with the rest of Isle Madame, is connection by rail with the outside world. The County Council have done all in their power to bring about such a consummation, and recently granted to the Cape Breton Railway Company a free right of way for a branch line from a point at or near Barachois St. Louis to Arichat besides the right of way for the main line of the company's railway, and in addition they voted a bonus of $25,000 to assist the company in building a bridge across Lennox Passage. The branch line to Arichat would be eleven miles in length, would open up a fine agricultural country, and tap one of the best harbors in Cape Breton. Should large developments take place at the coal areas at River Inhabitants, Arichat with its excellent harbor and good supply of fresh water may even yet see the coming of important industries. The railway would develop the trade in fresh fish.

At present the resources of Isle Madame are unknown. In spite of its present state of peaceful inactivity, the dreams of the most sanguine of its people may yet be realized and Arichat become one of the leading centres in busy Cape Breton. Meanwhile, those who would see it in all its quaint old-world charm and beauty had better not delay their coming for too many seasons, or its attractions in this direction will be things of the past.



Plaster (Salmon) Pool, Margaree River
leased to United States Sportsmen.

CHAPTER XXXVI.

OPPORTUNITIES FOR SHOOTING AND FISHING.

CAPE BRETON A SPORTSMAN'S PARADISE—HAUNTS OF THE LORDLY CARIBOU—EFFORTS OF THE GOVERNMENT TO PRESERVE THE LARGE GAME OF THE ISLAND—MOOSE—BROWN BEARS—GAME BIRDS: THE PARTRIDGE, WOODCOCK, SNIPE, BLUEWING DUCK, TEAL, CANADA GOOSE, PLOVER OF VARIOUS KINDS—THE BITTERN AND THE CRANE—GAME FISH: SALMON, TROUT AND BASS—DEEP SEA FISHING—SMELTS AND EELS—GAME LAWS OF NOVA SCOTIA (AS APPLICABLE TO CAPE BRETON).

DURING the proper season opportunities for both shooting and fishing are to be found throughout the island, and that at only short distances from the centres of population. A disciple of the gun or of the rod who makes either of the Sydneys his head-quarters, can with ease and a little waste of time find his way to any or all of the "happy hunting grounds" of the island. Game is fairly abundant and the Provincial Government is fully alive to the duty of carefully protecting it.

At the head of the game of Cape Breton stands the caribou, still found in considerable numbers in the northern sections of the counties of Inverness and Victoria. There his favorite haunts are the headwaters of Little River, Cheticamp, of the Margaree and of Middle River, and in the rocky barrens also to the north and west of Ingonish they are still fairly numerous. They were formerly quite plentiful in the rest of the island, and within comparatively recent years stray ones have been shot in the district to the south of Sydney. The best season for caribou shooting is after the first considerable fall of snow, about the end of November or the beginning of December. To track and shoot the caribou is no easy matter. Their sense of smell is so astonishingly acute that the taint of anything human is detected by them when at least two miles to windward, and when once they have taken alarm pursuit is hopeless. When, however, the snow is very deep and the crust but thin they can be overtaken with comparative ease. It is said that in northern Victoria County the inhabitants have sometimes been in the habit of tracking them at such seasons, surrounding a herd, and slaughtering and wounding them in large numbers, and that were it not for this practice caribou would now be far more numerous than they are.

Fortunately for all those who desire to preserve our native fauna Government has decreed a close season for both caribou and moose in Cape Breton extending to the year 1905. It is to be hoped that this law will be rigidly

enforced and duly observed by all. With due care both of these noble animals can be carefully safeguarded for years to come in the northern barrens of this island. For the present those who wish to indulge in this sport had better take the run to Newfoundland, where they are still found in immense numbers and where, judging by the number of antlers and pelts brought up every fall on the steamer "Bruce," they are still being slaughtered in far too great numbers.

Moose are found in the same localities as the caribou, but in much smaller numbers. They are never shot by calling, as is practiced in Nova Scotia and New Brunswick. Neither are there any native guides, as the Indians seem to have given up hunting entirely. The system of hunting usually employed in Cape Breton has been to track them in the snow. In early days both moose and caribou were evidently quite plentiful in Cape Breton. Thousands of them were slaughtered merely for the sake of their skins. Brown relates that in the winter of 1789 about 9,000 were killed, and that the stench from their decaying carcasses was noticed by the crews of vessels passing along the coast between St. Ann's and Cape North. The governor and council took the matter up and the following spring an officer and thirty men of the Twenty-first Regiment were sent to Ingonish and Cape North to put a stop to it.

An Afternoon's Partridge Shooting.

Brown bears are found in the northern sections of the island. They are mostly met with in the barrens extending from the rear of Ingonish to Cape North. In summer they live altogether on berries, and in the blueberry season they are often seen by those who go back to the barrens for the purpose of gathering this fruit. In the fall they seek the beech woods, and subsist on the nuts that fall from the trees. They select their dens before the first fall of snow, and retire to

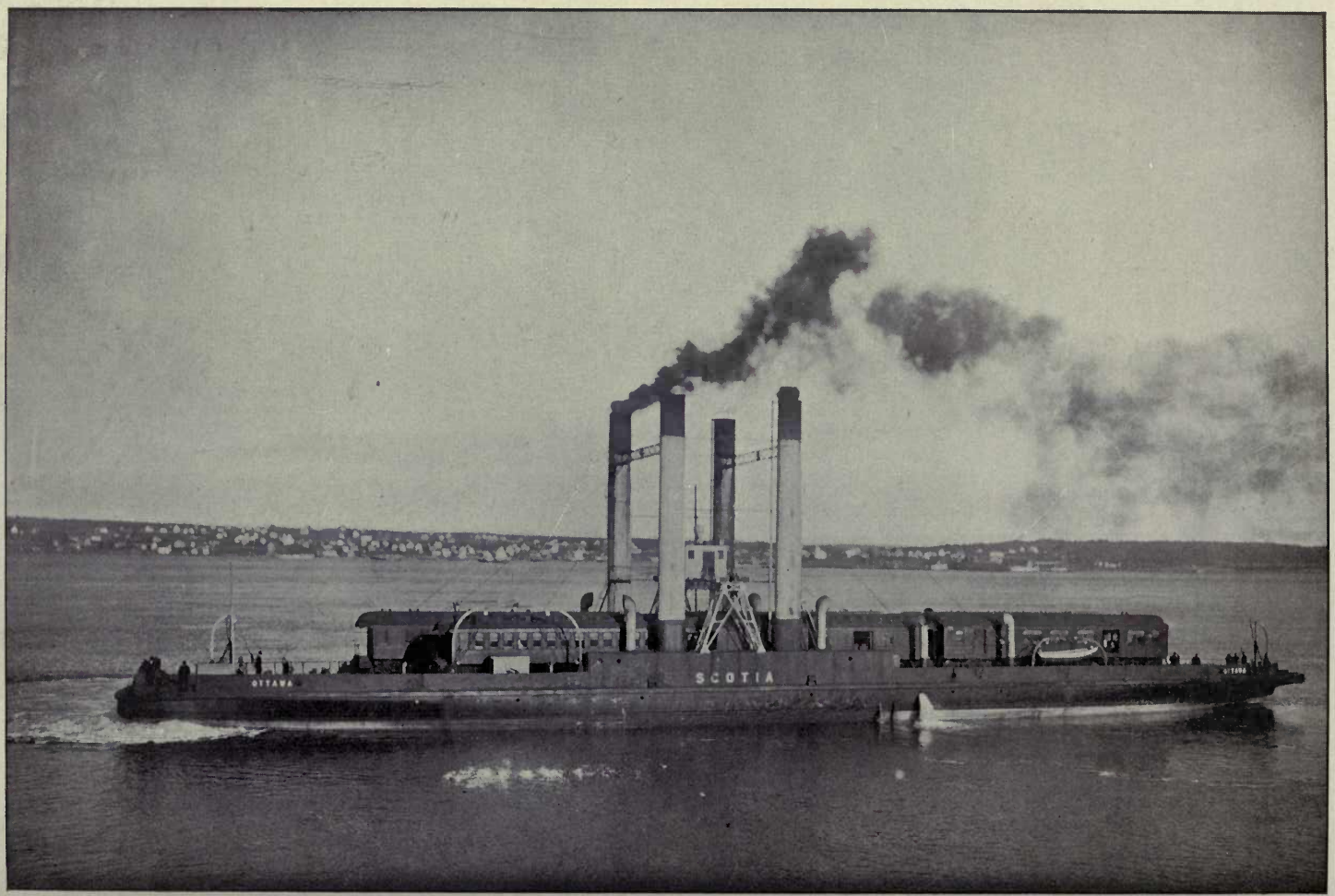
them early in December. In some districts they occasionally do considerable damage among sheep, but this is generally in seasons when the wild berry crop has proved a failure, as the bear always prefers vegetable food when he can get it. As their fur is most valuable in the spring, the best time to shoot them is when they come out to the blueberry barrens.

Game birds are numerous and of great variety. First, of course, stands the ruffed grouse, commonly known as the birch partridge. It is very common throughout the island, especially, as up till last year it had been enjoying the comparative tranquillity of a close season. The spruce partridge is not nearly so common, and it is still illegal to shoot at it at any season. Woodcock are scarce, but an occasional bird or two may generally be obtained in any likely spot. Snipe are found in great numbers, their best haunts being Whycocomagh, Big Baddeck, Middle River, River Denys, Mira River and Sydney River.

The bluewing duck frequents practically every lake in the island. The beautiful fresh water meganser is also found, though it is somewhat rare. The salt water meganser, a considerably smaller bird, is quite abundant, but on account of its fishy taste it is unfit for food; popularly they are known as saw-bills. The bluewinged teal is found in small numbers on most of the rivers and lakes of the island. The Canada goose, one of the most palatable of American game birds, abounds in its season. At the opening of every spring their wedge-like formations may be observed as they speed on towards their northern breeding grounds, and their hoarse "honk, honk" is a familiar sound to all observers of nature. At this season of the year they are usually in poor condition, owing probably to their long flight from the south. In the autumn, however, as they again wing their way to their winter abodes they are in fine condition, and it is then that they attract the attention of the sportsman.

Of curlew, two kinds are found, the Hudson Bay and the Esquimau, these generally arriving about the first of September and remaining for about a month. Plover are found in great variety; among them may be mentioned the beautiful golden plover, the black-breasted, the beetle-headed, the shore, the rock and the ring-necked plover. They are to be looked for in the autumn, when on their journey from their northern breeding grounds. Probably the best places of all for the sportsman to seek them are the barrens on Isle Madame, and they are also plentiful around Louisburg and Gabarus. In former years this bird could always be found at the Barrack Point, Sydney, but the coming of the iron and steel industries has banished them forever.

The bittern is to be seen in almost every swamp. In spite of the unaccountable and unreasoning prejudice against them, they are good table birds. Formerly in Europe the bittern was looked upon as a dish fit for kings and nobles, and for the noble art of falconry he was esteemed the chief of birds. Cranes are readily eaten by the Indians.



THE TRANSFER FERRY OF THE INTERCOLONIAL RAILWAY AT THE STRAIT OF CANSO.

To the follower of gentle Izaak Walton Cape Breton offers every inducement, and first in favor stands the salmon. The best salmon rivers are the Margaree and Little River, Cheticamp. The latter, which is now owned by a Halifax company, is strictly preserved. The Margaree, which flows through a wide and fertile intervale beautifully situated between two ranges of hills, is an ideal salmon resort. Sea trout may be found in every river and brook in the island. Among the best of these may be enumerated the Mira and Baddeck Rivers, River Denys, the Margaree and Middle Rivers, the North River, St. Ann's, Grand River, Catalone. In May the sea trout fishing in the Mira is excellent. A driving expedition from the Sydneys over to Bras d'Or, across the lake at the New Campbelton ferry, then over the beautiful slopes of St. Ann's Mountain, through Englishtown, and on to the North River, followed by a few days' trout fishing ere the return journey is made, affords an interesting spring outing to the jaded man of business. The roads indeed are rough, but the beauty of the scenery of lake and sea and mountain, the exhilaration of the air and the number of speckled beauties that may be obtained, amply compensate for the discomforts of the trip. Every lake in the island abounds in fresh water trout, often of quite large size. Black bass are found in several streams on the southern coast, especially near Fourchu. They are in every way well worthy of the sportsman's attention, and when captured are excellent for the table.

Smelts are fished in great quantities around all the harbors. In the winter months the Indians and others spear eels, luring them by lights to holes made in the ice. This fish, though despised by many, can hold its own as a table delicacy with other popular denizens of the waters.

The sportsman can also enjoy the pleasures of deep sea fishing. The coast waters abound in cod, halibut, haddock and mackerel. Tugs can be hired by the day at either Sydney or North Sydney, and in this way a party of friends can easily enjoy this pleasant and healthful mode of recreation. If the reader should chance to stay at any time at one of the fishing settlements, he should certainly endeavor to take in at least one fishing trip with the men. The start for the fishing grounds is generally made at three or four A. M., the return being made before noon. Comfortably encased in oilskins the tourist, if not too sensitive to mal-de-mer, may have an interesting experience. He will see something of the life of the hardy fishermen, and if he wins their confidence any possibility of monotony will be driven away by their delightful tales of the sea.

The open season for the hunting and killing of moose and caribou is between the fifteenth day of September and the first day of the following January, both included, but by special enactment a close season has been named until the fifteenth day of September, 1905. No one person shall, during one year or season, kill or take more than two moose or two caribou. A fine of not less than

fifty dollars and not more than two hundred dollars is the penalty for contravening this section.

Any person who shall set or attempt to set any snare, trap pit, or other device or contrivance, for the destruction of, or hunts, chases, kills, or pursues with intent to kill, any moose, caribou or red deer with dogs, is liable to a penalty of not less than fifty nor more than one hundred dollars in addition to any other penalties to which he is otherwise liable.

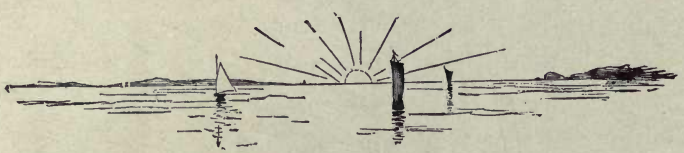
The close season for hare or wild rabbits is from the first day of February to the first day of October, both dates not included; for mink from the first day of March to the first day of November; for nearly all other fur-bearing animals except the bear, wolf, wild cat, skunk, raccoon, woodchuck, otter, weasel and fox, the close season is from the first of April to the first of November in any year. Beaver can only be trapped or killed during the months of November, December, January, February and March.

The open season for ruffed grouse, or partridge, is between the first day of October and the first day of December, both included, in any year; for all other game birds the open season is from the twentieth day of August to the first day of the following March.

The hunting or killing of pheasant, blackcock, sharp-tailed grouse, spruce partridge, or chicken partridge, is absolutely forbidden at any time, and the penalty for each offense against this law is twenty-five dollars.

No person not having his domicile in the province of Nova Scotia is permitted to hunt or kill any game, at any time of year, without first having obtained a license, such license to be obtained from the provincial secretary at Halifax, or the clerk of any municipality.

Any person attempting to export from the province any moose skin or caribou skin is liable to a penalty of five dollars for each skin exported and the forfeiture of such skins.



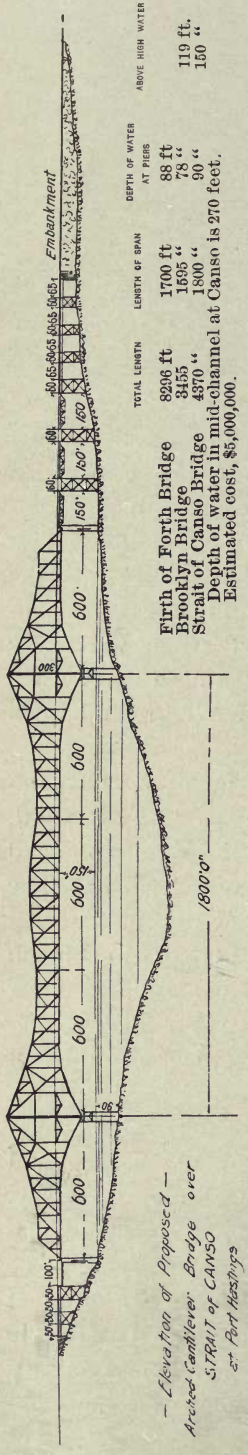
CHAPTER XXXVII.

MEANS OF TRANSPORTATION.

TRANSPORTATION IN EARLY DAYS—CONSTRUCTION OF THE CAPE BRETON BRANCH OF THE INTERCOLONIAL RAILWAY AND OF THE GRAND NARROWS BRIDGE—PROPOSED BRIDGE OVER THE STRAIT OF CANSO—SYDNEY AND LOUISBURG RAILWAY—INVERNESS AND RICHMOND RAILWAY—CAPE BRETON RAILWAY—STEAMSHIP LINES—FERRY SERVICE BETWEEN THE SYDNEYS—ELECTRIC TRAMWAY.

FOR many years the island occupied a very isolated position owing to the fact that it had no line of railway. After the construction of St. Peter's Canal the Sydneys were connected with the mainland by the steamers which plied upon the beautiful Bras d'Or Lakes, but in winter the only means of communication with the rest of Nova Scotia was by driving to the Strait of Canso, an undertaking of considerable duration especially when, as was often the case, the road was badly blocked by snowdrifts. For a long time a vigorous agitation for a railway was kept up, and eventually resulted in the construction of the Cape Breton branch of the Intercolonial.

The preliminary surveys for this line were begun in September, 1885, and were completed the following February. Two possible routes were discussed, one from the Strait of Canso to Louisburg, the other from the Strait to Grand Narrows, and thence by way of the north shore of East Bay to Sydney. The latter route, known as the central, was decided upon, as it was thought that it would open up the greatest amount of territory with the smallest number of branch lines, but the route was diverted from that at first suggested and was built along the shore of the Little Bras d'Or Lake. The location surveys were made during 1886, and construction work was commenced early in the following year, the first work being done near George's River. The road from Grand Narrows to Sydney was opened in 1890. The erection in the same year of the Grand Narrows bridge is said to be mainly due to the visit of the late Sir John A. Macdonald, at that time premier of Canada, who at once saw that it was an absolute necessity. The bridge, which is a triumph of engineering skill, is 1,494 feet in length and consists of seven spans of 242 feet, one of which is a swinging span. The remainder of the line was finished and opened in 1891. The line from Point Tupper to Sydney is ninety-one miles in length. The cars are ferried across the Strait of Canso to Mulgrave on the Nova Scotia shore. Two express trains a day run each way between the Sydneys and Halifax in addition to local, accommodation and numerous freight trains.



	TOTAL LENGTH	LENGTH OF SPAN	DEPTH OF WATER AT PIERS	ABOVE HIGH WATER
Firth of Forth Bridge	8296 ft	1700 ft	88 ft	
Brooklyn Bridge	3455	1595 "	78 "	119 ft.
Strait of Canso Bridge	4370 "	1800 "	90 "	150 "

Depth of water in mid-channel at Canso is 270 feet.
Estimated cost, $5,000,000.

The Sydney and Louisburg Railway, which is operated by the Dominion Coal Company, and affords railway facilities to all the mining towns between Sydney and Louisburg, was finished in 1896. Previous to this a road was in operation from Bridgeport to the present site of the International pier. The length of the line is thirty-nine miles. In addition to the haulage of immense quantities of coal, there are several passenger trains daily each way.

The Inverness and Richmond Railway, which was built by the well-known contractors, McKenzie and Mann, was opened in 1901. The length from its junction with the Intercolonial to Broad Cove is sixty-one miles. The chief stations are Hawkesbury, Hastings, Port Hood, Mabou and Broad Cove. This line taps the coalfields of the county, and also places some of the finest agricultural land in the island in closer proximity with the markets. The company are considering the advisability of extending the line north as far as Cheticamp. The scenery on many parts of this road is especially attractive.

It was felt for a long time that the county of Richmond stood in urgent need of railway facilities, and also that a line to the southern shore, from the Strait of Canso to Louisburg, and from thence to Sydney, would be a desirable addition to the railways of the island. Accordingly surveys were made for what is known as the Cape Breton Railway. In 1902 the road-bed was constructed from Point Tupper to St. Peter's, a distance of thirty miles, and part of the rails laid. A route for the proposed line from St. Peter's to Louisburg and Sydney was located, and the company also acquired valuable water-front property at Louisburg.

In the matter of transportation by water, Cape Breton is indeed favored. The powerful S. S. "Bruce" of the Reid-Newfoundland Railway, makes three trips every week throughout the year between North Sydney and Port-aux-Basques, Newfoundland. The steamer connects with the trains of the Intercolonial and Newfoundland Railways, and as the time at sea is only from six to eight hours, she carries the bulk of passengers going to or returning from that colony. The boats of the Black Diamond Line connect Sydney with St. John's, Newfoundland; Char-

lottetown, Prince Edward Island; and Montreal. The Plant Line connects Hawkesbury with Halifax and Boston. During the summer a steamer of the Red Cross Line connects Sydney with New York and St. John's. The steamer "Harlaw" runs between Halifax and Cape Breton and western and southern Newfoundland ports. The French mail steamer "Pro Patria" plies between North Sydney and St. Pierre. The "Amelia" leaves Pictou, N. S., once a week for Port Hood, Margaree, Cheticamp, Pleasant Bay and return. A small steamer also

THE OLD TRANSFER AT THE STRAIT OF CANSO.

connects Arichat with Canso and Mulgrave. The steamers of the Bras d'Or Steamboat Company ply up and down the lakes, connecting the Sydneys, Baddeck, Whycocomagh, St. Peter's, Mulgrave and Hawkesbury. The "Weymouth," of the same line, runs from Sydney to St. Ann's, Ingonish, Neil's Harbor and Aspy Bay. The "Bluehill" connects Grand Narrows and Baddeck with the trains of the Intercolonial Railway. Sydney and North Sydney are connected by several ferry boats which also call at Point Edward, Whitney Pier and Westmount. The Cape Breton Electric Company operate an electric tram service in Sydney between that town and Glace Bay, and between North Sydney and Sydney Mines.

The Broad Cove, Baddeck and North Sydney Railway is projected from Broad Cove on the Gulf of St. Lawrence at a point near Broad Cove Mines, first entering the southwest Margaree section, following the southwest bank of the Margaree River to Margaree Forks, where the first-named branch and the northeast branch of the same river come together and flow on to the gulf.

In this locality are the most famous salmon and trout fishing streams in the Maritime Provinces. From this point the line continues on through the magnificent agricultural section of northeast Margaree; thence, changing its course southwest, it skirts the shores of the beautiful Lakes o'Law, than which no finer bit of landscape scenery exists. Continuing southward the railway runs directly south to Middle River, following this stream until it reaches Indian Bay, on the Little Bras d'Or Lake; thence its course continues eastward to the thriving town of Baddeck. From Baddeck it follows an inland route to a point some eight miles south of St. Ann's, where its course changes to a southeasterly direction and crosses the Big Bras d'Or Gut at Seal Islands to Boularderie, following a direct course through the centre of Boularderie Island to the main highway, crossing at Little Bras d'Or; thence in a direct course to Sydney Mines, and on to North Sydney. The entire section through which this road has been located is notably fertile and rich in deposits of gold and iron, with valuable coal deposits at both the eastern and western termini. Its western terminus being but a few hours' sail to Prince Edward Island, with which an established traffic for farm products already exists, it is destined to divert from the present water route a large portion of this trade in farm products of the "Garden of the Gulf" to the industrial centres of Cape Breton.

Starting on the Gulf of St. Lawrence the Mabou and Gulf Railway runs through a fine farming country along the shores of Lake Ainslie to Whycocomagh, tapping the gold, copper and iron deposits in the vicinity; thence to Orangedale, which is within easy reach of the River Denys iron deposits. Four miles of the line from the coal mines at Traban to a junction with the Inverness and Richmond Railway are completed, and the remaining portion is in course of construction.

The Bras d'Or Steamboat Company conduct an excellent service between Sydney and the Strait of Canso through the Bras d'Or Lakes; from Sydney to Baddeck and Whycocomagh—the popular tourists' resorts—and also from Sydney to St. Ann's, Ingonish and Bay St. Lawrence on the northeast coast of the island.

The Victoria Steamship Company operate a daily ferry, connecting Baddeck with the Intercolonial Railway at Grand Narrows, and in addition have a regular service connecting points on the East Bay of the Bras d'Or Lakes with the Intercolonial Railway at Grand Narrows.

The Richmond Steamship Company's service is between St. Peter's and Mulgrave and the trains of the Intercolonial Railway, and also between St. Peter's and the ports on West Bay and East Bay of the Bras d'Or Lakes.

CHAPTER XXXVIII.

NEWFOUNDLAND.

POPULATION — FISHERIES — MINERAL WEALTH — BELL ISLAND — GROWING INTERCOURSE BETWEEN NEWFOUNDLAND AND CAPE BRETON—NEWFOUNDLANDERS SETTLING IN THIS ISLAND—THE RAILWAY—S. S. "BRUCE"—GREAT INCREASE IN BOTH PASSENGER AND FREIGHT TRAFFIC—TOURISTS AND SPORTSMEN GOING TO NEWFOUNDLAND—CONFEDERATION.

SO intimate are the relations existing between Cape Breton and Newfoundland, that a chapter treating of this Ancient Colony appropriately finds place in this work. Like Cape Breton, Newfoundland is an island, separated from the former by Cabot Strait, which at this point is ninety-three miles in width. Its area is 42,000 square miles, and in extent it is the world's tenth largest island.

The coast is rock-bound, at many points presenting bold cliffs hundreds of feet in height. In this respect it resembles Norway, which has led to its designation of the "American Norway." The interior is diversified by hills, mountains, plains, forests, rivers and lakes. The forests consist chiefly of fir, spruce, pine and birch. There are good agricultural lands, as yet little tilled.

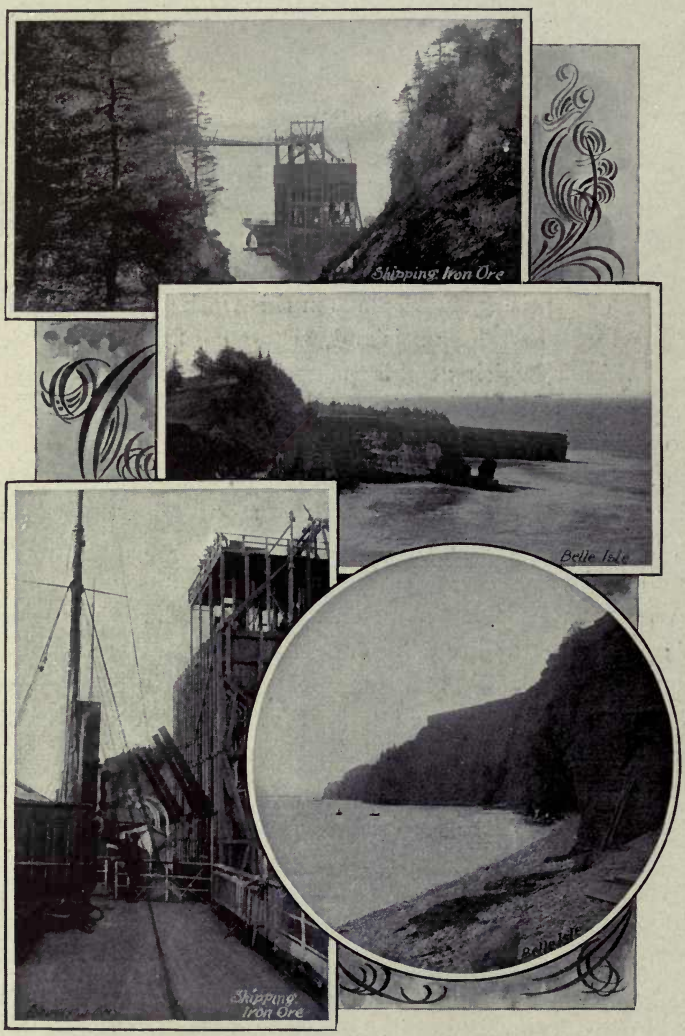
The population of the Colony is 216,000. The inhabitants are chiefly engaged in cod, lobster and seal fisheries, the annual revenue from all of which is $7,000,000. The population is almost exclusively confined to the coast, owing to the inaccessibility of the interior for lack of roads. This barrier has in large measure been overcome by the completion in July, 1898, of a railway extending across the island from St. John's to Port-aux-Basques, a distance of 548 miles. As a result, diversified industries have developed. The lands are being cleared and cultivated, the forests have been invaded, and the timber is undergoing manufacture into lumber and wood-pulp.

The mineral resources of the island have developed into large proportions. This is true of iron ore and of copper. The former exists in vast deposits under peculiar and economic conditions at Bell Island, while the Tilt Cove copper mine is one of the most remarkable known. There are many deposits of other minerals, as well as of granite, marble and slates in great variety and extent.

The chief city of the island is St. John's, the capital, with a population of 30,000. It is a place of large commercial importance and has one of the best harbors in the world. The city is well located, has the purest and most abundant supply of water, is noted for its churches, its cathedrals and its schools, and for the industry and social order of its people. It has an admirable electric

street railway system, a fine railway station and court house, and is thus adding to its antique interest the most approved modern features.

The winter climate of Newfoundland is not severe, while the summers are delightful, the thermometer rarely marking over 80°. The tourist seeking recre-



BELL ISLAND.

ation and health, finds it a highly congenial resort, while the sportsman seeks its secluded lakes, rivers and woods in quest of the abundant fish and game. It is a pleasant place to visit, and its manifold attractions are fast giving it fame in all parts of the world.

A growing intercourse has existed between Cape Breton and Newfoundland for years, especially with the western coast, owing to directness of water communication. The Sydneys are the nearest trading points and a considerable traffic is carried on. The opening of the railway has given a new impetus to trade relations, and with frequent communication commerce has assumed important proportions. The service by rail and by the S. S. "Bruce," the latter performing the sea voyage across Cabot Strait, is reliable and modern, thus insuring prompt-

PLACENTIA.

ness and comfort at all seasons. With improved facilities the cost of travel has been reduced.

The great industrial development at the Sydneys, and the consequent demand for laborers at good wages, is another element which has stimulated a large emigration to Cape Breton, and has resulted in a considerable permanent resident population, and has thus established a bond between the two islands which time is constantly strengthening. The mines at Bell Island require a large number of laborers, and these are practically all residents of the colony. As these mines are owned and operated by the Dominion Iron and Steel and by the Nova Scotia Steel and Coal Companies, another potent force is in action to identify the two peoples.

As an illustration of the growth of passenger and freight traffic during the year 1901, 200,000 passengers and 15,000 tons of freight were transported by the S. S. "Bruce" alone between North Sydney and Port-aux Basques. The passengers were made up to a large extent of Newfoundlanders going to and fro, chiefly between the island and the Sydneys, of men of business, and of tourists and sportsmen to fish in the waters, to hunt the caribou, and to enjoy the cool summers for which the island is so noted.

Looking up Bay of Islands from Mt. Moriah.

This intercourse, which has become mutually so agreeable and so profitable, has awakened a congenial sentiment, and the question of Confederation has become an issue with a force and a significance which it has never before possessed. Canada, which is an aggregation of provinces, is in a condition of unprecedented prosperity, and every portion of the Dominion feels the impulse of a vigorous life. Those provinces which resisted most strenuously entering the bonds, have become imbued with the enthusiasm and the vitality which come from a powerful alliance, and nothing now could induce them to return to their former isolation. They are flourishing under strong, just and liberal government, as they could not have done under former conditions. With large, undeveloped resources, but burdened by a heavy debt, Newfoundland is in a condi-

tion to be benefited by an alliance with Canada. She has natural wealth which, if it could be utilized, would give occupation, money, education, comfort and hope to her people.

The sentiment of Canada is practically a unit for Confederation, as is that of many of the statesmen of Newfoundland. It is said that the question of terms is the only obstacle in the way. So small a consideration as money should not stop the course of a measure which promises a good of such magnitude. Animated by enlightened and broad views touching questions of public concern, and actuated by a single purpose to promote the public weal, concerted effort should surmount narrow and temporary considerations, and insure the speedy consummation of a union whose benefits would have no limit.

Advantages would accrue to both countries by the alliance. Tariff barriers would be thrown down and intimate relations would be established by such a union. Canadian markets, Canadian capitalists and Canadian enterprise would be enlisted. No one in the Dominion at the present time would like to see the work of the fathers of Confederation undone and the unnatural partition between the different provinces again erected. The existence of a tariff wall between Canada and Newfoundland is not less fatal to industrial and commercial progress.

Confederation of Newfoundland with Canada would result in the development of the resources of the former. It would give life to forces now idle; it would insure home employment to labor at good wages, and put an end to the tide of emigration which for generations has peopled other lands and prevented the growth of the colony; it would enhance the value of property; it would create a large and a profitable market for the products of the island; it would give in return food and clothing at reduced cost; it would bring into existence new industries and would build up a vast commerce. Beyond and above these material ends, it would give a new inspiration to patriotism by the consummation of the union of British North America and the upbuilding and the strengthening of Britain's world-wide Empire.

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