

382065

SHIP HARBOR LAKE (LAKE CHARLOTTE)

Nov. 30, 1936.

FROM M. G. GOUDGE

TO J. P. HESSERLEY

A trip was made by motorboat from Upper Lakeville, Halifax County, to the property of R. A. Logan located on the west side of Ship Harbor Lake Village five miles north of the aforesaid village. Mr. Logan has employed eleven men since June and has confined his work this summer to the west shore of the Lake about fifteen hundred feet north of the granite formation. No anticline was noted here as marked on the geological sheet. All dips were north between fifty and sixty degrees. Two veins of 8 to 10 inches in width were opened on the hillside. These leads were striking N 85° E and dipping 40 degrees north which is 20 degrees less than the dip of the country rock which is *whim* and in some cases almost altered to a schist. These leads *both* contained a considerable number of arsenopyrite segregations. A short distance south ~~was~~ *was found,* another lead *occurring* of 18 to 20 inches in width mostly in the form of ledges averaging three feet in length. This ~~new~~ lead contained *considerable* arsenopyrite, and also some scheelite and signs of galena. On the east side of the lake this lead was again picked up and traced for eight hundred feet. Several signs of gold were reported here. The dip of this lead *is* 60 degrees north and *it is* ~~was~~ an interbedded vein.

Approximately one half mile west of the camp a fifty foot shaft has been sunk on a 12 to 15 inch quartz lead dipping from 25 to 30 degrees north. The lead has several showings of scheelite and contains many slips and drag folds. A drift has ~~been~~ *was* driven for eighteen feet both east and west. At the bottom of the shaft the vein turned suddenly upwards and disappeared into the roof. This vein is not interbedded as the country rock has a uniform dip of about 60 degrees north. ~~All gold recovered from this shaft was contained in the top seven inches of the vein, the lower portion being more or less barren.~~

Pumping is done with a small centrifugal pump operated by a 2 H. P. gas engine.

The *rest* mill is composed of a small ore bin, a two ton Gibson mill, amalgamation plate and a half size Wilfley table. Power is supplied by a 1 1/2 gasoline engine. ~~A milling of 1900 lb. of ore from~~

SHIP HARBOR LAKE

the shaft gave a return of 1 os. of gold.

The powder magazine near the mine is well constructed and is situated 900 feet from the nearest building. At the edge of the lake is another magazine situated at least 600 feet from the nearest building. No more than four or five cases of dynamite are stored in these magazines at any one time. All blasting in the shaft is carried out by electricity.

Work has been carried out here this year from the first of June. Mr. Logan employs eleven men.

mls

22

PRASAC LIMITED
UPPER LAKEVILLE

FROM J. P. MESSERVEY
TO DEPUTY MINISTER OF MINES

On the 12th of December (as arranged with Mr. Charlick while at Goldenville), accompanied by Mr. Charlick and Mr. Headley, I visited Upper Lakeville, Halifax County. We proceeded by motor boat up Lake Charlotte to the property of Prasac Limited. The supervision of this work was taken over by Guysboro Mines Limited this year when Mr. R. A. Logan was called to England in connection with the Imperial Airways.

Two men have been constantly employed on the property. Several hundred feet of trenching has been performed in addition to sinking of test shafts on the No. 4 and No. 5 veins. Recently, outcrops of a vein designated as No. 32 were discovered. The quartz in this vein occurs in large barrels and varies from 12 to 20 inches in thickness. The general strike of the vein is South 80 degrees west with a dip of 60 degrees to the north.

The surface of the ground rises gradually from the lake until it reaches an elevation of over 200 feet above the lake. The outcrops of No. 32 vein were found about 300 feet south of the camps and the vein has been traced up the slope for over 300 feet. The first samples taken from this vein gave very good values in gold. All of this outcrop was channel sampled at the time of our visit. In the vicinity of the shafts on No. 4 and No. 5 veins located about 2400 feet west of the lake and on top of the hill, considerable coarse free gold could be seen in both the float on the surface and the ore taken from the shafts. The majority of the ore taken from these shafts was bagged up this Fall and shipped to Goldenville for testing. The company plan to continue work this winter and probably drive a tunnel on No. 32 vein at a point about 40 feet above the lake. They are recommending that the company do diamond drilling in the tracing of these veins as the depth of the overburden on the property is 12 feet or over.

A survey was made of the property last summer and a copy of this plan will be forwarded to us by Mr. Charlick.

Halifax, N. S.,
December 15, 1938

J. P. Messervey

gold?

LAKE CHARLOTTE MINES
(Guysboro Mines Limited)

FROM J. P. MESSERVEY

DEPUTY MINISTER OF MINES

On September 13th I inspected the work being carried out by Guysboro Mines Limited on the property of PRASAG LTD., on the west side of Lake Charlotte. My last visit to the property was in December 1938 and aside from a few tons of material for mill testing, very little work was performed until activities commenced on a substantial scale, the latter part of July of this year. Since that time a drift tunnel was driven into the hill along No. 32 vein westerly for a distance of 188 feet. East of the end of this tunnel a crosscut is being driven north to intersect ~~or~~ parallel veins found on the surface. The face of this crosscut had advanced about 30 feet ^{from} along the tunnel. The vein in the tunnel has continued its full width of about 22 inches and has not changed its direction or dip so far.

In addition to new camps, office and store room, a diesel operated compressor has been installed to carry out the drilling underground and the erection of a five stamp mill has been completed and placed in operation this week. The building around the stamps will be completed within the next two weeks. This test mill will crush about five tons per day. The tunnel mentioned above is located at a ^{sufficient} ~~safe~~ height above the lake level so that the ore can be dumped directly into the bin.

Dynamite storage has been erected on the shore of the lake about 300 feet south of the mill with the slope of a hill intervening between them. Permit No. 68 was issued covering a maximum of 5,000 pounds.

A blank bond form for mill license was left with Mr. Charlick who will have it completed as quickly as possible.

Halifax, N. S.,
September 14, 1939

J. P. Messervey

GUYSBORO MINES LIMITED
LAKE CHARLOTTE

FROM J. P. MESSERVEY
TO DEPUTY MINISTER OF MINES

On November 29th I visited the operation of Guysboro Mines Limited on the property of Prasac Limited at Lake Charlotte.

Since the last trip the following work has been performed underground:

The crosscut started at 150 feet from the portal of the tunnel was driven 120 feet north and 23 feet south of the drift tunnel. The face of the drift tunnel is now a total distance of 450 feet from the portal. This work is being continued by teasing the no. 32 vein on the north wall of the tunnel and removing it at intervals for testing in the five stamp mill. The mill building, compressor house, and small building at the lake shore containing pump for water supply, steam boiler, for heating the buildings have been completed. A new bunk house has been erected and the original camps for the married couples have been made comfortable for the winter.

Prospecting work on the scheelite occurrence has been carried on intermittently during the past two months on the east side of the lake.

New ultra violet equipment was recently obtained by Guysboro Mines Limited and the No. 32 vein underground and the crosscuts were examined with this equipment yesterday for the presence of scheelite. Scheelite was observed in many spots along this crosscut in addition to the known occurrences in No. 32 vein.

All work on the property is being carried out in a very careful manner.

Halifax, N. S.,
November 30, 1939



LAKE CHARLOTTE
GOLD

Dr. J. P. Nowlan

11D15B

H. Stevens

The following letter (in part) was written by the former owner of the islands in 1965.

For many years Ship Harbour Lake, now known as "Lake Charlotte" was part of the main thoroughfare connecting the French settlements on the Eastern Shore of Nova Scotia (and Cape Breton) and the French settlements on the Bay of Fundy. From the head of Ship Harbour, the old-timers travelled via First Lake (now Weeks Lake), Second Lake and "Big Lake" (officially known on Crown Land records as SHIP HARBOUR GREAT LAKE) Long Lake, Shaws Lake, Little River, Musquodoboit River to near Wyses Corner where there was a relatively short portage across the hill to Lake Egmont, then down the Gays River to the Shubenacadie and into the Bay of Fundy.

Indian Point, at the head of "Big Lake" was the principal place of residence of the Chief of the MicMac Indians of a large district extending far to the east of Ship Harbour, as well as to the west.

It has been reported that one winter over 1500 French troops wintered in the vicinity of Indian Point, where moose, caribou and fish were in abundance.

Salmon and gaspereau were there in thousands -- before logging operations fouled the breeding grounds and prevented fish from coming in from the sea -- and the early settlers of the Musquodoboit Valley (after 1784) used to go there regularly to get their seasons supply of fish. Nets were used and the fish were dried and smoked right there at the mouth of Fish River.

There were many stories about things that happened at, or in the vicinity of, Indian Point. Four or five men from Middle Musquodoboit were

travelling toward home from Tangier. They were held up by gales at Indian Point for a day or two but were anxious to return home because the next day was Sacrament Sunday and one or two of the men were elders in the church. The Indians tried to prevent them from starting off in their boat at the foot of Long Lake, because the Indians said the lake was much too rough for any boat to stay afloat. As usual, the white men thought they knew best. Within a hundred feet of their starting point the boat capsized and all were drowned except a dog that belonged to one of the elders. It was claimed that the dog could not be induced to leave the place and he remained there until he died. A high hill nearby was always after that known as "Mount Misery". On the top of this conical shaped hill there is a most peculiar rectangular block of rock, many tons in weight, resting on smaller blocks of rock.

There were various tales of Indians having found pieces of gold in the streams running into the Big Lake and after gold was discovered by some Musquodoboit men in the Mooseland-Tangier district, in 1861, many prospectors searched for the gold-bearing veins. Before that date the experts had always poo-pooed stories of the existence of gold in that part of the world. Gold-bearing veins were found at a place named "Gold Lake", a few miles inland from Indian Point. Quite a large mining and milling operation was started there and there was much activity for a while. One route was via Murchyville and Long Lake and the other route was by sail and steamboat on the Big Lake.

It may be a surprise to some people now living to know that steamboats were actually used on the lake long before the gasoline engines were ever heard of. The last steamboat in the lake ceased to operate soon after the terrific explosion that ended the mining operations at Gold Lake.

A large boiler had been installed in the rock-crushing mill at Gold Lake and was being tested. It blew up and several men were killed. The mining camp became a "ghost-town".

While moose-hunting between Gold Lake and Indian Point, three men walking in single file were struck by a bullet from the gun of another hunter. One of the men killed was an uncle of Reginald Webber.

One of the first industries on the lake was the shipping of large oak "ship-timbers" to Europe. Large oak trees were squared and dried out, to some extent, before being put into the lake and rafted to the shore. One autumn the men with a large raft of oak timbers got caught by an early freeze-up and they had to leave the raft in the ice. They thought they could remember which cove it was in but when they returned in the spring they could not find the raft. According to the stories, even now, if it could be found and raised it would be worth many thousands of dollars.

The hillsides of the lake were originally covered with forests of gigantic trees of oak, pine, hemlock, spruce and beech. There was a sawmill, powered by water, at Mill Brook not far from Indian Point. There were large mills at Ship Harbour. Lumbermen from Maine carried out extensive logging operations and many dams were constructed on Fish River, Cowan Brook and other streams. Even before the steam-tugs were put into operation, large booms of logs were "warped" down the lake. This means that a ship's anchor would be boated from the "head-frame" of the boom as far as their towing line would permit. The anchor would be dropped and men on the head-frame would wind in the rope with a capstan until the boom was close to the anchor. In the meantime another anchor had been moved ahead and the routine was repeated.

In the vicinity of the mouth of Hartman Brook the anchors were sometimes difficult to raise because the flukes were stuck in very fine heavy white clay. Tests made in the 1930's showed that this was a deposit of silted scheelite -- a rich one of tungsten. Subsequent searching for its source in the streams running into the lake revealed tungsten bearing veins in bed rock, and about the same time, some of the sources of gold reported by the Indians were found, on both sides of the lake, about three miles from Indian Point.

About 150 years ago there were some very bad fires on the hill-sides of the lake. It is not clear now whether this was caused by settlers clearing land or whether it happened before they arrived. The first settlers lived above what is now Upper Lakeville. The first settler was said to be a Russian who cleared a farm on "Level Spot". Some time about the beginning of the 19th century a group of disbanded Irish soldiers settled on both sides of the Big Lake. At one time there were nine large families living on land that is now all forest. Each family had from 20 to 40 head of cattle and many sheep. Sail boats were commonly used on the lake. There was an overland route, known as "The Ox-path", between Oyster Pond and the farms on the western side of the lake.

There have been many stories about "treasure" supposed to exist somewhere in the lake or on the shores of the lake, and in the past 150 years many attempts have been made to find it.

The basic story is to the effect that a French ship, loaded with gold and silver to pay troops and contractors at Louisburg and other forts, was chased into Ship Harbour by the British and an attempt was made to carry the treasure overland to the Bay of Fundy by means of the water route past Indian Point. The tales vary. One story was that the most of the treasure was sunk in the boats between Indian Point and Long Lake. Another tale was

that the treasure was carried into the forest and buried on a hill overlooking the lake. Another story was that it was buried in a peculiar mound in Level Spot Lake, and another tale said it was buried near "Jeddore Carry". Other tales had various locations given.

Like so many others, I was bitten by the "treasure-bug" and thought I had some special information to help me find it. What I found was something for which there is no logical explanation. On a point of a hillside overlooking a wide expanse of lake I found a man-made pit or shaft made so long ago that the site was all overgrown with large trees. The sides of the shaft had been timbered to prevent caving (or caveing?) and no attempt had been made to fill it in. Who dug it, and why, is a mystery. It was not near anything that would interest a mineral prospector. If it was part of the treasure, it had been dug up and taken away before I got there. But this may have been dug in search for the treasure that was not there. The treasure may still be waiting to be found.

Having failed to find the "pay-ship" treasure, I became interested in the search for unmined gold, and, eventually, I found it. Had it not been for the Second World War it is probable that a large gold and tungsten mining operation would have developed on the shores of Ship Harbour Great Lake about three miles south of Indian Point. The war, first with its restrictions on oil fuel for gold mining purposes and then with the resulting high labour costs and the low price for gold, caused one of the largest mining organizations of Canada to discontinue its operations after over one hundred thousand dollars had been spent in testing mineral bearing veins and making preparations, including the construction of a large mill, to operate the

property. Mining and milling operations ceased in 1941.

In the year 1926 I tried to have the name of the Big Lake changed, officially, from "SHIP HARBOUR GREAT LAKE" to "TREASURE LAKE", after consulting with provincial government officials. I thought that the name TREASURE LAKE would have good publicity value for the Province as a whole and for the Eastern Shore in particular. The officials in Halifax were in agreement with me on this, particularly the Crown Land Department and the Director of Information of the Department of Natural Resources.

To have the name changed, it was necessary to have the approval of the Geographic Board of Canada. I wrote asking that SHIP HARBOUR GREAT LAKE be re-named TREASURE LAKE; that Second Lake be given the name MARKS LAKE; and that the little lake locally known as LEVEL SPOT LAKE be named SHAMROCK LAKE. Enclosed with this is a copy of the letter I received from the Board. The Board refused to change the names of the first two lakes and blamed their refusal on the provincial authorities.

The provincial officials were as amazed as I was at the action of the Geographic Board of Canada. It was found that the provincial representative of the Board had apparently decided the matter on his own, and, he was either a dumb-bell or anti-provincial-government, or both, and he did not in any way represent the official Department of Natural Resources of Nova Scotia.

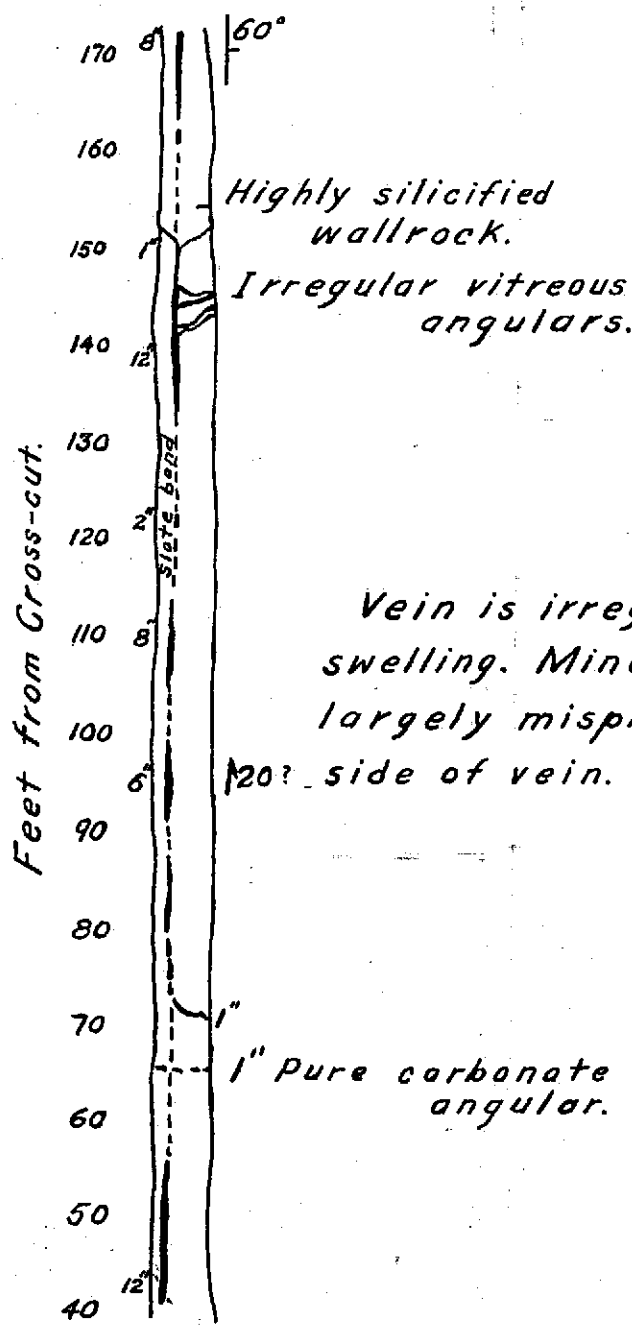
In addition to the French "treasure" and the manganese concretions, there is believed to be an old stone tablet with Viking runes on it somewhere near where there used to be a portage between Big Lake and Jeddore Inlet.

SHIP HARBOR LAKE (LAKE CHARLOTTE)

GOLD DISTRICT

YEAR	ORE CRUSHED TONS	YIELD OF GOLD OUNCES
1935	3.75	0.600
1936	26.00	1.360
1937	1.02	5.400
1938	0.80	6.000
1939	6.00	13.927
1945	0.05	3.500
1946	-	1.915
1947	0.42	1.794

T. M. G.



Vein is irregular, pinching and swelling. Mineralization scarce, largely mispickel, along south side of vein.

Lake Charlotte Mine

*Sketch of Development
February, 1940*



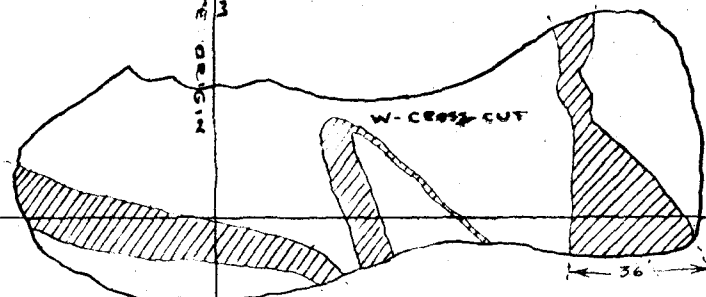
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After P. Hedley

SOUTH

NORTH

WEST

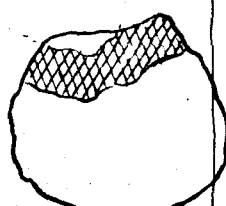
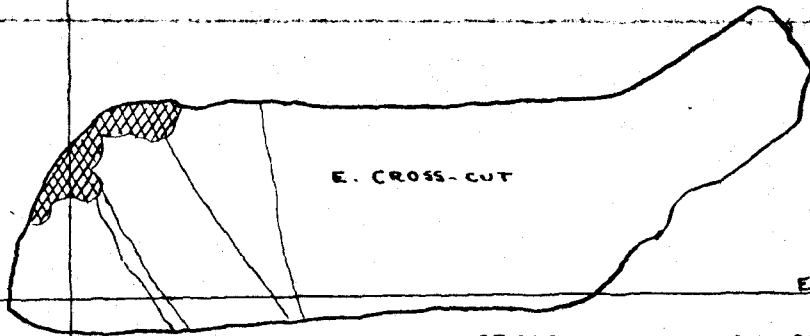
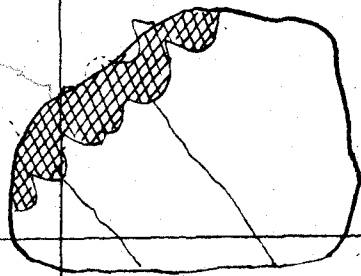
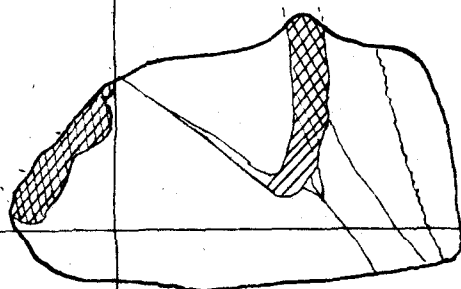
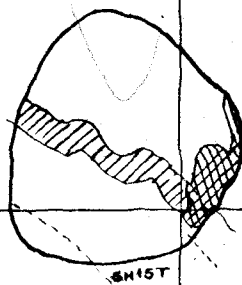
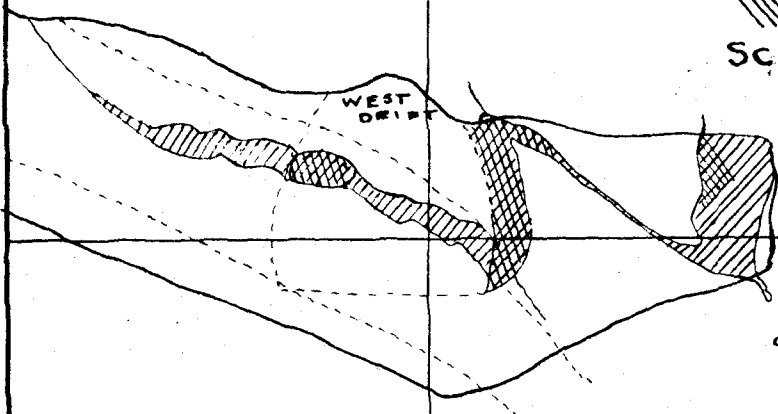


CROSS SECTIONS
ON
50 FT. LEVEL
PROSPECT NO. 4

PRASAC LIMITED
PRASAC.
NOVA SCOTIA
FEB. 1937

*Rabe
Charlotte*

////// INDICATES QUARTZ
 // INDICATES VISIBLE GOLD
 SCALE 1 INCH = 5 FEET.
 (NOT SPACED TO SCALE)



EAST



NO TRANSIT LINES
 CLAIM # 112
 T. 75 R. 94
 ALL
 AVIGOR ATCH

PLAN TO ACCOMPANY REPORT ON
 PROSPECTING LICENSES Nos. 1947, 1948, 1949, 1950.
 TRANSIT LINES SHOWN IN RED WERE RUN BY THE
 LICENSEE PRIOR TO 1954 BUT LOCATIONS OF AREAS
 OF MAGNETIC ANOMALIES LOCATED IN 1954 AND 1955
 ARE SHOWN IN GREEN
 SCALE 1 INCH = 500 FEET

432065

Summary and Plan
 by Robert A. Logan
 July 2, 1955