

years, to have a railway to Cape Tormentine, communicating with Prince Edward Island, and this now bids fair to be realized.

Local sportsmen find fair goose and duck shooting at the lakes above Sackville, and snipe shooting is also carried on to some extent.

Leaving Sackville, the road takes its way over the Tintamarre Marsh for several miles, close to the head of the Bay of Fundy. Au Lac station is another proposed terminus for the Cape Tormentine Railway, and was also the point at which the Baie Verte Canal would have commenced, had it been built. The isthmus at this point is a little over eleven miles wide from water to water, and it is not twenty miles from one anchorage to the other. The country is well settled between the two shores.

A short distance beyond Au Lac is a hill upon which may be seen the ruins of Fort Cumberland, the Beauséjour of the French. Those who would learn its story, and the story of France in this part of America, should read Hannay's History of Acadia, a work which has all the fascination of a romance. "These wasting battlements," he says, "have a sadder history than almost any other piece of ground in Acadia, for they represent the last effort of France to hold on to a portion of that Province which was once all her own, which she seemed to value so little when its possession was secure, yet which she fought so hard to save. This ruin is all that remains of the once potent and dreaded Beauséjour." The fort once had accommodation for eight hundred men, and was the chief of a system of fortifications on the isthmus. It was taken by Colonel Moncton in June, 1755, and with its fall the struggle in Acadia was at an end. The English gave the place the name of Fort Cumberland. As the years rolled by it was suffered to fall into decay, and now only the ruins remain, "to point a moral or adorn a tale."

AMHERST.

Everyone who visits Amherst gets the impression that it is a busy place. The business portion of the town is compactly built, and there is a stir upon the streets at all hours of the day and evening. The people move around as if they had something to do and meant to do it, and the stores have a business-like aspect agreeable to witness. The location, too, is a pleasant one, on gently rising ground, and the centre of the town is sufficiently near the railway to save trouble and yet not near enough to have discomfort from the

noise and bustle of the station yard. The private residences show good taste as well as a regard for comfort, and every street has its flower-gardens, which show careful attention on the part of their possessors. Amherst is a live place, and is rapidly growing in size, with a corresponding increase in the amount of its trade. When the Chignecto Ship Railway, for carrying vessels overland across the isthmus, is constructed, Amherst will be a still more important place. The adjacent country abounds with flourishing settlements which make Amherst a centre, and even the villages across the border favor it largely with their custom.

In the winter, when navigation across the strait is impracticable by ordinary means, Amherst is the point of arrival and departure for mails and passengers *en route* for P. E. Island by that extraordinary means—the ice-boat. An ice-boat in the common usage of the term denotes a triangular affair on runners, fitted with sails, and speeding along over the smooth ice with a speed which no other kind of craft, or vehicle, can hope to equal. This is hardly the kind of boat that crosses the Straits of Northumberland. The traveller, well prepared for the journey, goes by the stage to Cape Tormentine, and puts up at the house of the celebrated "Tom Allen." If the weather be clear, and the condition of the ice and water not absolutely bad, he will not be delayed long before the boat is ready to start. The distance to Cape Traverse is about nine miles, part solid ice, part drifting ice, part water, and sometimes a great deal of broken ice or "lolly." The "ice-boat" is a strongly built water boat, in charge of trusty men who thoroughly understand the difficult task that is before them. To this boat straps are attached, and each man, passengers included, has one slung over him. So long as there is any foothold, all hands drag the boat along, and when the water is reached they put the boat in it and get on board. In this way, sometimes up to the waist in water, but safely held by the strap, pulling and hauling over all kinds of places, the journey is accomplished. Sometimes, when the conditions are good, the trip has less hardships than when a large amount of loose ice is piled across the path; but at any time the "voyage" is sufficiently full of novelty, excitement and exercise, to be remembered for many days. There is nothing like it in the ordinary experience of a traveller. It is an unique style of journeying, yet so far, it is the only sure method of communication with the island in the winter season.