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THE CANADIAN PRESS ASSOCIATION.

Excursion to the Maritime Provinces.

The press of Canada, and of many other countries, has won for itself a well-merited recognition as one of the most important factors in the educational and political movements of the day; and the Canadian Press Association, realizing that if its members are to be qualified to mould public opinion in right directions, to discuss intelligently all questions of national import and to furnish reliable information relative to the extent, resources and the varied local conditions of the Dominion, they must obtain their knowledge at first hand and form their own unbiased impressions, arranges annual excursions to different parts of the country. Two years ago a trip was taken to the Pacific Coast, while this year the Maritime Provinces were chosen as the objective point, so that those who took in both excursions have enjoyed the opportunity of seeing, under the most favorable conditions, every section of our vast Dominion. The party on this occasion comprised ninety-six persons; of whom one-third were ladies, and Superintendent Mathison, of the CANADIAN MINE, and Miss Mathison, were two of the participants in this delightful tour.

The itinerants left Montreal on August 15th., on a special Intercolonial train said to have been the handsomest and best appointed train that ever pulled out of Montreal. Crossing first the splendid Victoria Jubilee Bridge the road passes through the beautiful country south of the St. Lawrence and takes the shortest and most direct route to Quebec. It then makes its way among picturesque French-Canadian villages and reaches such well known summer resorts as Riviere du Loup, Cacouna and Little Metis, with other places very attractive to tourists. Beyond these it traverses the Metapedia Valley and enters upon the great salmon and trout fishing region, including the Cascapedia in Gaspé and the Restigonche, Nepisquit and Miramichi in New Brunswick, and then passing through Campbellton, Dalhousie, Bathurst, Newcastle and Chatham to Moncton, where the General Offices of the Intercolonial are situated. Here a few hours' stop had been arranged to give the excursionists an opportunity to see the famous "Bore," which is produced by the rise in the tide in the Bay of Fundy and reaches Moncton in the shape of an impetuous, rushing, roaring wall of water from four to ten feet high. However, owing to an accident to a preceding train, the pleasure of seeing this sublime spectacle had to be dispensed with to the great regret of the tourists. After less than an hour's run Point

du Chene was reached where the handsome S. S. Northumberland was taken to Summerside, P. E. I., which was reached on the evening of Friday, the 16th., and Saturday and Sunday were spent on the "right little, tight little Island." Several optional trips were arranged for from this point, which enabled the tourists to view some of the beautiful aspects of the Island, and one and all were surprised and delighted with all they saw. Prince Edward Island, aptly called "the Garden of the St. Lawrence," may be said to have just been discovered by tourists. It was almost unknown to this class till a few years ago, but when once its manifold attractions became known it was not long before it became a popular resort and hundreds of Americans and Canadians now spend the summer there. Nor could a better place be chosen, for the air is delightfully cool and invigorating and the climatic conditions very salubrious. The soil is remarkably fertile, the farm houses are indicative of prosperity and refinement and the fields are fenced off by beautiful hedges which give a most pleasing aspect to the country.

Sunday was spent at Charlottetown and on Monday the party left that place by steamer for Pictou, thence to Mulgrave, stopping a short time at Westville—the centre of the coal mining industry of Pictou County, with an output of 500,000 tons a year—Stellarton and Antigonish. On Tuesday morning the boat was taken for a trip through the Bras D'Or Lakes and St. Peter's Canal. These are well named the Golden Arm Lakes and the trip through them, which lasted all day, was a most delightful one. The channel winds in and out among the beautiful islets, past innumerable coves and bays and pretty little white-washed villages and popular summer resorts. Cape Breton has been called the Paradise of Canada, and hundreds of Americans spend their summers there. At Baddeck, Prof. Bell, inventor of the telephone, has a mansion on a pretty piece of land shooting out into the lake, and he considers that in all America there is no place offering equal facilities for delightful rest and recreation. Mr. George Kennan, whose book on "Siberia and the Exile System" has won him the enmity of the Czar and the acclamations of the rest of the world, also has a summer cottage here. Sydney was reached in the evening and the following day was spent in viewing the sights there. All intelligent Canadians know something about the developments in the iron industry at Sydney, but not even the best-informed of the tourists had formed any adequate conception of the reality. The plant is a magnificent one and the whole enterprise is conducted on a scale that is simply gigantic. The coal, of the best quality, is obtained in the vicinity, while the ore, equal to the best to be found on the continent, is brought from Newfoundland, where it is obtained almost on the surface and can be laid down at

the Sydney works for \$1.20 a ton. These fortunate combinations of materials enable this plant to turn out the best quality of iron and steel at a less cost than is possible in the United States, so the abundant success of this splendid enterprise is assured. The daily yield is now about 450 tons and is constantly increasing, being now more than double what it was two months ago. With this enormous industry and with the numerous related industries that are certain to follow, Sydney seems destined to become one of the greatest cities in America and the source of much wealth and prosperity to the Maritime Provinces, and, indirectly, to the whole Dominion. The Dominion Coal Company owns 150 square miles of coal leases, which contain at least 3,000,000,000 tons of coal and, as this is but a small part of the total coal area of the Province, and as the iron ore in sight in Nova Scotia and Newfoundland is practically unlimited in quantity, there is no danger of the materials giving out. Mr. Henry M. Whitney, president of the Dominion Coal Company and one of the chief promoters of the steel and iron works, gave the pressmen a royal welcome and extended to them every courtesy and every possible facility for inspecting the plant and the mines. The trip to Louisburg was over the Coal Company's railway and was made at a great speed, at one section the rate of 72 miles an hour being attained. Of Louisburg, with its stirring memories of heroic deeds and memorable exploits, it is needless to speak, since everyone is or should be familiar with the great events that there took place. Suffice it to say that Canada has been deplorably negligent in properly caring for the historic place—where so much of her history was made and where her destinies were decided. These faults have been remedied along the Niagara frontier, and the Plains of Abraham have also passed into the hands of the Government; and it is to be hoped that Louisburg also will be created into a place of national resort and steps taken to erect suitable memorials to the heroes who there fought and died. Sydney was left on Thursday morning and a couple of hours spent at New Glasgow, which also is the centre of vast iron industries. Near it are several iron and coal mines and it produces over 200 tons of iron and steel per day. At Truro, where a couple of hours were spent, the tourists were most hospitably entertained. A large number of residents were at the station with handsome turnouts and the party was driven around the city and then treated to a dainty cold collation. At Halifax, also, a splendid reception was accorded the visitors and the stay here was one of the most enjoyable and interesting parts of the trip. On Friday they were taken for a sail on the magnificent harbor and visited the Admiral's warship, the Crescent, and in the afternoon a drive around the city and through the beautiful parks was provided. A visit to the fortifications and the

barracks was of course one of the most interesting features of the visit. As our readers are aware, last year the regular British troops were withdrawn for service in South Africa and were replaced by militia from the various parts of the Dominion and are now known as Canadian regulars. The experiment was viewed with some misgivings in many quarters, but the results have amply justified the wisdom of the change. The force is composed of as fine a lot of officers and men as can be found in any garrison in the world and Canadians have reason to be proud of their force of regulars at Halifax. The following day was devoted to a trip through the Annapolis Valley per Dominion Atlantic Railway. Of course everyone wants to see the land of Evangeline, which in all its pastoral beauty is familiar to all lovers of Longfellow; yet this great poem is a beautifully worded slander of the British and its falseness to the historic facts has been amply demonstrated by Parkman. The whole country thereabouts is highly cultivated and many beautiful views were obtained. One of the finest views anywhere seen was from Look-Off Mountain, fourteen miles from Kentville, from which is to be viewed a magnificent panorama over the Minas Basin and the Annapolis and Gaspereau Valley. Sunday was spent in Halifax, and St. John was reached on Monday morning and the day was spent there. Situated at the mouth of one of the largest rivers on the continent, beautiful for situation, and sitting like a queen on her rocky home, St. John commands a prospect of rarely equalled magnificence and loveliness. The huge wharves, rendered necessary by the high tides, and the vessels left stranded in the mud at the ebb, are a novel spectacle to the inlander. From St. John the Star Line steamer was taken to Fredericton. The St. John is a lordly river, almost as fine in scenic effect as the Hudson and is navigable for steamers of large size for eighty-five miles, and with its branches furnishes 1300 miles of navigable waters. The afternoon and evening were spent at Fredericton and Marysville and on Wednesday morning the Canada Eastern Railway was taken to Chatham Junction where the I. C. R. train was waiting for the return trip. A day was spent viewing the beautiful scenery and historic sites in and about Quebec and on Friday morning, Aug. 30th., the itinerants reached Montreal after one of the most delightful and instructive tours ever enjoyed by the Association.

Nearly all the journey was made by the Intercolonial railway and we cannot refrain from expressing our admiration for this road and its management. Within the last few years the road has been almost rebuilt and new rolling stock provided, and now our national railway is one of the best on the continent. The road-bed is of the most substantial character, the trains are simply luxurious, the dining room and Pullman service of the best, the

