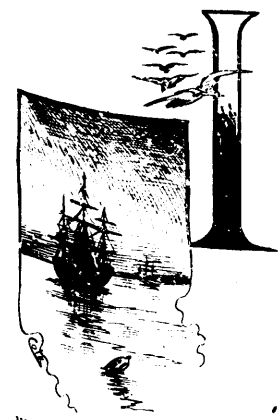


# Gossip from Nova Scotia



SEE that our hopes for a good season's catch of fish still continue to be realized. At Portuguese Cove, one day last week, a big school of herring struck in, and the fishermen expected to take 500 barrels from the nets, at which they were then working. The mackerel catch also promises to be a large one, and the "toilers of the sea" are very sanguine and contented. A delegation of English tenant farmers is to visit Nova Scotia this month to report

upon its agricultural resources and capabilities. From among a great many eligible names sent in to the High Commissioner of Canada, as applicants for the position, two were at last selected to fill the requirements of the delegation. The names of the two chosen ones were Thomas Davey, of Blere Manor Farm, Carrington, near Bridgewater, and John McQueen, of Oakwood, Selkirk, Scotland. As little is known in England about the opportunities offered by the Maritime Provinces to old country emigrants their report is looked for with much interest.

Nova Scotia seems to be looking up in the matter of industrial enterprise. At Kingston, in King's County, S. S. Forrest & Co., the well-known lobster men of Halifax, have started a canning factory, which promises very well. The company have shown their good sense in placing their well-equipped establishment in the very heart of the fruitful Annapolis valley. Besides the canning of blueberries, tomatoes, beans, peas, apples and corn, the condensing of milk, cocoa and coffee will be a large feature of the business. The factory already handles 4,000 quarts of milk a day, chiefly supplied by the neighbouring farmers. The buildings, machinery and articles employed for the work are of the first quality. We wish the firm every success in their new venture. There will be an excellent market for the factory's productions should it be confined to our own province. We will always patronize our own industries, especially when purity of material, carefulness of preparation, and a cheaper article are among the inducements offered to us.

If ever a disgraceful and ruffianly act escaped legal punishment, only too well merited by a cowardly and unmanly quibble, it was when young Staples, the libertine and hypocritical seducer, escaped the penitentiary. Committed under the guise of religion and friendship, while partaking of the hospitality of the man whose home he wilfully desecrated, the deed of this hardened young criminal has all the hideousness of a plot from the mind of Zola. When Judge Morse dismissed the case and informed the defendant that only because of the inability of the Crown to prove him to be of the age of twenty-one years he would be allowed to go free, his Honour took the opportunity to administer a stinging word of castigation, which, it is hoped, may ring in the ears and mind of the offender for many years to come. In Amherst, where the event occurred, the honest and healthy-minded inhabitants are justly indignant at this outrage to society and public morals.

The Nova Scotians are now somewhat exercised over Mr. Elson's disparaging remarks on our lovely country. We feel sure that the musical critic of the *Boston Advertiser* must have been suffering from a disappointment in love, or a severe attack of indigestion, or he would not have seen things through such smoky and distorting spectacles. "Halifax needs papering and painting and general renovation," contains perhaps some elements of truth, and we can quite appreciate the fact that Cape Breton, especially in damp weather, leaves something to be desired, but why the sweet old Indian names—Merrigomish, Baddeck, Whycomagh and Antigonish—should call for his censure, or the difference of one hour in the railways and local time try his arithmetical powers, we fail to see. We wish Mr. Louis C.

Elson a happier state of health and mind before he next visits our charming little Nova Scotia.

Mr. Elson's slighting remarks brought to my mind some very good stories which have been told me with regard to the ignorance of outsiders on the subject of the resources and industries of Canada. One of these will serve as an illustration.

A young man had been commissioned by a gentleman of Toronto to choose two pianos, of a particular make, for him in London, England. Afraid to trust to his unaided judgment in the matter he invited a lady friend to assist him in selecting an instrument of good quality and tone. The young lady cheerfully accorded her consent, thinking that the gentleman wished to purchase the pianos for his own use.

After carefully selecting the instruments: "Are the pianos for yourself and family?" she asked, "or is one for a friend?"

"Oh, I am choosing these to send out to Canada," said the purchaser of the pianos.

"What!" exclaimed the young lady, lifting her eyebrows till they almost touched the roots of her hair, "do the natives play?" Log huts and cannibals were evidently all this insular young demoiselle associated in her mind with the word Canada.

In our Halifax paper, *The Evening Mail*, I notice some excellent little distichs which remind me of those in the *Week*, of Toronto, some months ago. Here are one or two of them:

"The Pilgrim Fathers fell upon their saintly knees,  
Then rose and fell upon the Aborigines."  
Closing his eyes, the poor Agnostic, he  
Believes in nothing that he cannot see.  
Jews! Moslems! Christians! bond or free, be sure  
The Church is purest when the Church is poor.

We sincerely trust that Bishop Perry, of Iowa, will be able to clear himself of the grave charges that are being brought against him. We are specially interested in Bishop Perry, as having been the choice of the Synod as a successor to Bishop Binney to the Episcopal chair in Nova Scotia. If the accusation be true, it is a case of the most flagrant and unconscionable plagiarism ever known, but till we hear the Bishop's side of the story we are well pleased to doubt the guilt of the clever and learned gentleman whose charming personality has so lately impressed itself upon us. It is well known that the accusers of Bishop Perry came from the ranks of the friends of the Bishop-elect, Dr. Philips Brooks, whose appointment to the see of Massachusetts has been opposed by Bishop Perry.

Do any of my lady friends remember my few words on health culture and dress reform in THE DOMINION ILLUSTRATED of some few months ago? I see that our American sisters are making a decided effort to bring into practical use the theories that have been, to all intents and purposes, merely theories for many years. The meeting of the general officers of the National Council of Women was held at Chautauqua, Mrs. Frank Stuart Parker being the principal speaker and the chief of the committee. Among the other members we notice the names of Margaret Sangster, Miss Grace Dodge and Elizabeth S. Phelps. Bands and bustles, corsets and high heels, garters and draggling skirts are to be forever excluded from the feminine toilet. We cry: "Success to the movement!" On the first wet day in October a large number of ladies are to appear on the streets of Boston attired in common-sense raiment that will not bring cold and weariness, mud and influenza to the happy wearers. The skirt is to reach not quite to the ankles, and to be supplemented by leather gaiters and impregnable boots. Courage! my sisters; the Kodak will be there, rest assured, but we trust that the noble army of apostles will render the picture an ordinary one, and shame the rest of your sex into emulation of your noble example!

MR. SPURGEON'S PULPIT EYE.—On one occasion, Mr. Spurgeon, in the midst of his sermon, turned to the deacons, who occupied seats immediately behind him, and without appreciably interrupting the course of his sermon, said, in a low voice, "Pickpocket, Mrs. So and So's pew," and resumed the thread of his discourse. Two deacons left their seats, and, passing out by the stairs behind, re-entered the Tabernacle on the area floor from opposite, one of them bringing with him the policeman stationed at the doors. They met in the aisle by the pew indicated, and the pickpocket was taken out, most people supposing it was merely a case of fainting.

# The Great Ship "Canada."

Though the palmy days of wooden ships are past and the great host of New Brunswick and Nova Scotia ship yards have dwindled down to a comparatively small number, yet it must not be supposed that this is no longer an important industry. In point of fact there has been during the last four or five years a very considerable revival in those provinces, as the blue books prove. But the most of the vessels built to-day are of smaller tonnage than those of the old days, the majority being schooners suited to the coastwise and West India trade. Occasionally, however, a big ship is launched; and there is one Nova Scotia builder who still believes in big wooden ships and puts his faith into the practical shape of monster keel and towering mast. That man is Mr. C. R. Burgess, of Kingsport, N.S., who last year launched the "Kings County," and this year the "Canada," the latter being the largest ship with one exception ever built in Canada. We present elsewhere two views of the "Canada," one from a photograph taken while she lay on the stocks at Kingsport, and the other while she lay at the Custom House wharf, St. John, N.B., where she came to be fitted for sea and receive her first cargo. The "Kings County" was fitted out and loaded at St. John last year, and when the monster ship (only smaller than the "Canada" by 275 tons) gave her sails to the breeze for the first time and went sweeping down the harbour and out into the bay there were crowds on the wharves to witness the beautiful sight.

The "Canada's" dimensions are:—Length, 275 feet; breadth of beam, 45 feet; depth of hold, 27 feet. Her gross tonnage is 2,315. It is stated that she cost \$111,000. She was launched at Kingsport on July 7th, in the presence of five thousand people, who came from the adjoining counties to witness the event. For a ship launch, in Nova Scotia, is always an event of importance; and indeed it is a thrilling and beautiful sight to see the first shiver of life and then the gradually quickening motion as the vessel glides down the ways to ride in graceful pride upon the bosom of the waters. A steam tug took the "Canada" to St. John. Her cabins and other rooms are handsomely finished. The captain's room is finished in walnut, ash and rosewood. The other rooms are finished in white ash, pitch pine, etc. A large and convenient office is on the port side, just off the dining room, while just off this is situated a bath-room. Off the pantry there is a bread room which attracts considerable attention; it is lined with tin in order that the bread may be thoroughly preserved, and is calculated to hold an immense quantity of that commodity. She carries eighteen men and four boys, beside the officers. Her first cargo is of deals and she sailed September 1st for Liverpool.

The *St. John Sun* of Wednesday, the 2nd inst., says: "Hundreds of people assembled at the Corporation pier yesterday morning to see the big ship Canada take her departure for Liverpool. She takes 1,580,500 feet of deals and battens, 31,154 feet of scantling, 104,155 feet of ends, and 162,701 feet of boards. The value of her cargo is in the vicinity of \$144,109. The tug Storm King towed the ship down as far as Musquash."

What is claimed to be the largest wooden ship ever built in Canada was named the "Wm. D. Lawrence," and the following will show her relation in size to the "Canada." The "Wm. D. Lawrence" was built at Windsor, N.S., in 1874. Her net tonnage is 2,493 tons; the "Canada's" gross tonnage is 2,315. The "Lawrence" is 259 feet long; the "Canada" 275 feet. The breadth of beam of the "Lawrence" is 47 feet 8 inches, that of the "Canada" 45 feet. The depth of hold of the "Lawrence" is 27 feet 4 inches, that of the "Canada" 27 feet. The "Wm. D. Lawrence" is now sailing under the Norwegian flag, and is called the "Kommandor Svend Foyn." She arrived at Quebec from Liverpool during August.

The *Moncton Times* recently quoted the following figures regarding the ship building industry of the province of Nova Scotia:

- "In 1887 Nova Scotia built 87 vessels, 12,300 tons.
- "In 1888 Nova Scotia built 116 vessels, 12,900 tons.
- "In 1889 Nova Scotia built 106 vessels, 16,645 tons.
- "In 1890 Nova Scotia built 148 vessels, 32,746 tons.
- "Some of the vessels lately turned out of Nova Scotia yards are among the largest and finest wooden ships afloat."

WIFE: "What does it mean in this paper when it says that the young German Emperor expects a call to arms?"  
Husband: "Call to arms! I suppose it means that he expects his wife to say, 'Wilhelm, take the baby!'"