



The first locomotive ever built in Cape Breton has just been completed at Sydney Mines.

The value of exports from Canada for the twelve months ending June 30th was \$77,612,552.

The Newfoundland delegates, appointed to discuss the terms of Confederation, will arrive in Ottawa on September 10th.

The Hudson's Bay steamer on the Athabasca river has made a successful trial trip. This is the last link in a long chain giving steam navigation into the Arctic circle.

Six new postal cars for service between Montreal, Toronto and Vancouver are being built by the C. P. R. These are being provided with the latest improvements and will be very complete.

Negotiations have been completed by the Fruit-Growers' Association of Ontario for shipment to Montreal of about 800,000 barrels of apples. These will come from the Niagara district and the west during the autumn.

The engineer of the Northern Light has been instructed by the Marine Department to proceed to Glasgow, where the new steamer for service between Prince Edward Island and the mainland is being built, and oversee the construction of the engines.

The demand for labour is so increasing in Winnipeg that the Canadian Pacific Railway employment agent has had to send to Montreal for five hundred men last week. Five hundred Icelanders recently arrived; all found work within two days of their arrival.

The directors of the St. John, N.B., Dry Dock Company are considering the construction of a graving dock on the west side of the harbour. It is said that, with the exception of the Esquimalt dock, there is no other dock available for vessels all the year round.

Annapolis and Wolfville, in the valley of Annapolis, N.S., are preparing for water-works, following their neighbours, Bridgetown and Kentville. These Nova Scotia towns all seem to have abundant supplies of good water near by, and the cost of laying it down seems small.

The steamship Oxenholme lately had on board the largest number of sheep ever conveyed to Canada by one vessel. The consignment consisted of 850 head of Shropshire and Southdown sheep. Large purchases of the former are being made in England for Ontario and the North-West.

Twenty years ago the export of apples from Canada to Great Britain amounted to only \$44,406; in 1872 it had reached \$139,687; in 1882 it was \$372,582; in 1886, \$410,898; and last year it attained a value of \$649,182. It is satisfactory to note that the trade was a profitable one to all concerned.

The C.P.R. Company are making preparations for the handling of the surplus Manitoba grain this autumn and winter. Besides the Thunder Bay elevator of 1,250,000 bushels capacity, another elevator is in course of construction, with storage room for 1,400,000 bushels. This will be the largest on the continent. About 200,000 bushels can be handled weekly; ten miles of new sidings are being put in at Fort William.

MILITIA NEWS.

There is no intention of increasing the number of the militia this year.

Lieut.-Colonel Holmes, D. A. G., was the commandant of the Skeena expedition.

The late Judge Coursol, M.P., was the son of Captain Michel Coursol, of the De Meuron regiment.

H.M.S. Caroline, which transported the Skeena troops to Port Essington, is the flagship of Sir William Dawson, Bart.

Major James Peters, commander of the C. Battery, of the late Skeena expedition, makes good use of his drawing pencil.

Lieut.-Col. Ouimet, Speaker of the House of Commons, will soon hand in his resignation as commander of the 65th Battalion.

It is understood that Lieut.-Col. White has consented to retain, for a short time longer, the command of the 43rd Battalion.

The late Major de Montenach, seigneur of Isle aux Cerfs, in the Richelieu, was the descendant of a De Meuron officer.

The B. C. Rifle Association held its fifteenth annual prize meeting, during the three first days of August, at the range near Victoria.

Captain McMicking, of the 44th, took second place at Wimbledon in a revolver competition, making 28 out of 36, and winning £2.

The D'Orsonnens are offshoots of the De Meurons who came to this country, on garrison duty, after Waterloo. A grandson commands the Royal Infantry School at St. Johns.

Canadian ammunition is to the fore. It is pronounced superior to English by actual test. Not more than one grain variation in the powder charge is found, while four grains are allowed in the British.

BAY OF CHALEURS.

Considerable attention has been drawn to the Baie des Chaleurs, a district which, until quite recently, has been almost unknown. The building of the Intercolonial gave facilities for reaching the various points on the south shore of the bay, but hitherto there has been no easy mode of reaching the places situated on the northern shore. The general impression in the country has always been that large quantities of codfish and herrings were caught along the shores of the bay, and that the population of the district were entirely dependent upon the fisheries for a livelihood. It seems that the prevailing ideas respecting the eastern part of the Dominion were no more correct than those which were generally entertained some years ago about the Northwest. Instead of being a barren country and an insupportable climate, the counties of Gaspé and Bonaventure have a rich soil and a climate in every way desirable and favourable for all kinds of industries. Over one half of the population are engaged in agricultural pursuits, and many of the townships along the northern side of the Baie des Chaleurs will compare favourably with the most favoured parts of the provinces of Quebec and Ontario. The Baie des Chaleurs Railway, now in the course of construction, when completed will give railway facilities to the whole of this section of the country, as it will extend from Metapedia, on the River Restigouche, to Gaspé, at the extreme end of the province of Quebec, the distance being about 180 miles. Of this forty miles are at present completed, and twenty more will be finished this autumn. The line is in some respects a difficult one to build; as it crosses a large number of rivers, which necessitates a number of costly bridges. The federal and local Governments, realizing the importance of the line and the great advantages to be gained by opening up this large district, have given liberal assistance toward the construction of the road. The Hon. T. Robitaille, late lieutenant-governor of the province, is the president of the railway company, and it is receiving generous support from many influential quarters. Mr. Robitaille has been untiring in his efforts for the last 20 years to obtain railway facilities in this section of the country, and deserves a great deal of credit for the persistence with which he has persevered in his attempts in spite of many obstacles which have been placed in his way. Apart from the benefits which the people of the locality will derive from the railway, the whole of the Dominion is interested in the early completion of the line, as a great saving of time will be effected by the landing of the European mails at Gaspé instead of Rimouski. The saving to be thus attained in the province of Quebec and all western points will be about 10 hours, while to New Brunswick and Nova Scotia such a change would mean a saving of double that time. Passengers will also save fully a day on the steamer by embarking at Gaspé instead of at Quebec.

The rivers of Gaspé are celebrated for their fish, and the construction of the railway will enable sportsmen to reach these rivers with speed and comfort. About 60 miles from Metapedia the line crosses the Cascapedia, the favourite fishing grounds of the different Governors-General of Canada, and which is generally thought to be the best salmon river in the Dominion. The Escuminac and Nouvelle rivers, which are also crossed by the line, are famous for their trout. The district is also plentifully supplied with game of all descriptions.

The population consists of about one-third English speaking and two-thirds French speaking inhabitants.

The scenery all along the bay is of the most charming description. There are high mountains rising in the background and beautiful bays, islands and headlands all along the coast. The climate is much more temperate than in the Gulf of St. Lawrence, the protecting mountains acting as an impenetrable shield against the cold blasts of the north winds. The temperature of the water is also much higher than in the Gulf. As the name indicates, Jacques Cartier baptized the bay, in consequence of the fact that he found the waters of the bay much warmer than in the Gulf, which he had just left.

At present there is very little hotel accommoda-

tion on the north side of the bay, but a company is being organized to build a large hotel at Carleton, and others are also spoken of at different points along the coast. At Dalhousie, on the New Brunswick side, a large hotel was erected some years ago, and, as the Inch-Arran hotel, it has already attained a most favourable reputation and has been overflowing with guests all this season.

WOMEN AND ROSES.

What a delightful harmony there is between women and roses! Ever since the beginning of the world the two have been associated by poets and lovers. We are told that all roses were once white, and Herrick accounts for some being turned into red, thus:

'Tis said, as Cupid danced among the gods, he down the nectar flung,
Which on the white rose being shed, made it for ever after red.

Since the Garden of Eden could not have been perfect without roses, it would be a pretty idea to think that this change took place at the time of the creation of Eve, for the origin of a woman's blush is associated with a damask rose. This is the beautiful origin: When Adam awoke from the deep sleep into which he had fallen, and found a woman—pure and white from the hand of God—reclining by his side, his pleasure was so great that he plucked a damask rose and crushed it on her cheek. This may be one reason why the red rose is the poet's favourite. Shelly is in love with the "depth of her glowing breast." Leigh Hunt says:

Blush, and bosom, and sweet breath,
Took a shape in roses.

Another speaks of it as

Coy, with a crimson blush.

And Moore, in one of his melodies, sings:

They tell us that Love in his fairy bower,
Had two blush roses, of birth divine;
He sprinkled the one with a rainbow's shower,
But bathed the other with mantling wine.

Soon did the buds, that drank of the floods
Distilled by the rainbow, decline and fade;
While those which the tide of ruby had dyed
All blushed into beauty, like thee, sweet maid!

Was there ever a lover who never sent roses to his lady-love with some pretty compliment, comparing them with the tint of her lips or cheek? If so, he is not worthy of the name.

The emblem of the House of York was a white rose, and that of Lancaster a red rose. There is a pretty story that the Duke of Clarence, a Yorkist, became enamoured of the Lady Eliza Beauchamp, a Lancastrian, and sent her a white rose, and with it a right princely and poetical compliment, which was versified in the following manner:

If this pale rose offend your sight,
It in your bosom wear;
'Twill blush to find itself less white
And turn Lancastrian there.

But if thy ruby lips it spy—
To kiss it should'st thou deign—
With envy pale 'twill lose its dye,
And Yorkist turn again.

Neither is the rosebud ignored by the poets. It is to the rose what a young girl is to womanhood, in the perfection of its charms. Burns made use of it as the emblem of a favourite young lady in a poetical address to "dear little Jessie," whose father was a master in the Edinburgh High School. He says:

Beauteous rose-bud, young and gay, blooming in the early
May,
Never may'st thou, lovely flower, chilly shrink at sleety
shower,
May'st thou long, sweet crimson gem, richly deck thy native
stem.

Tennyson calls Maud a

Queen of the rosebud garden of girls.

And again he says:

A rosebud, set with little wilful thorns,
And sweet as English air could make her, she.

Even the thorns do not detract from the beauty and perfume of the rose; neither do little imperfections mar a woman's beauty or character, for

He is all fault that has no fault at all.

None pluck the rose who do not sharpest thorns discover;
And rarely love is found but keenly wounds the lover.

And none, despite the rose's thorns, could bear to lose it.
Ah! Love may wound the eager heart, but still we choose it.

Windsor, N.S.

HATTIE McLELLAN.