

SABLE ISLAND.

(From the St. John Telegraph and Journal.)

Many of our readers will, no doubt, feel an interest in reading a short sketch of Sable Island, more especially as it is thought, by some at least, that the *City of Boston* may have drifted from her course, and be yet heard from in connection with this island. The most readable description of Sable Island we remember to have seen was contributed to *Harper's Magazine*, by Mr. Charles Hallock, of New York, for a time a resident of this city. We have laid Mr. Hallock's article under contribution for some materials of this brief sketch:

THE ISLAND.

It is a narrow, crescent shaped strip of sand hills, about 25 miles in length, and not more than a mile and a half at its greatest width. It is situated between the parallels of 43° and 44° north latitude, and between 60° 10' and 59° 38' longitude west of Greenwich. The nearest land is Cape Canso, Nova Scotia, which is about northwest from its centre, distance 85 miles. It is, for the most part, of sandy formation, and the highest points upon it are about 80 feet. The sand is thrown about by the sea, and whirled in eddies by the gales from the shores and hills, and not only is the profile of the island changed by the storms, but where a landing may be effected on a bar reached from the main island to-day, the storm of to-morrow may plough up the sand and leave a temporary anchorage for a frigate. There are two bars which extend like great arms into the sea, and are composed of shifting sand. One of these runs away to the north-west and is 25 miles in length, while the second, running to the northeast, is 13 miles in extent. At these distances the water is only six fathoms deep. Indeed, it may be said that there is no safety for a ship, during a storm, within thirty miles of its surf-line shore. As if in designed contrast to the ever-rolling surf which beats upon its shores, there is a lake in the middle of the island, some 15 miles in length and varying from one-half to a quarter of a mile in width. This sheet is called "Lake Wallace," and follows the sweep of the sea-shore on either side and nestles quietly between the sand hills which keep away the encroaching ocean.

THE ANIMAL INHABITANTS.

The Island has an abundance of wild horses (known as Sable Island ponies), wild rabbits, and rats. Seals and water-fowl abound upon its shores and are also plentiful about the lake. The water of the lake is 20 feet deep in some places and eels and flounders are in abundance in it. It is said that the lake, when first discovered, had no outlet; then the sea, during a tremendous storm, broke away the barrier between it and the brackish waters and an inlet was made through which vessels passed and found what the island had never before afforded, a harbor. Another great storm came many years after; and again the lake was closed up, and the sea does not approach nearer to it now than 300 feet.

ITS HISTORY.

The early history of the Island is not clear and its record is a dark one. It was made a penal colony in 1598 by the Marquis De la Roche, who placed forty convicts upon it. A vessel sent out by the Imperial Government in 1605 took the survivors of this unfortunate band to France, and it was found that 28 out of the 40 who were placed there

seven years before had died. The survivors were pardoned by Henry IV., but they returned again to Sable Island, and many fearful tales are told of how those fared who were driven by the pitiless elements into the power of more pitiless men.

The Government of Nova Scotia, prompted by many of the most influential citizens of Halifax was induced to establish a Refuge or Relief Establishment there more than half a century ago, or in 1802. The first two years after the Relief Establishment was inaugurated, forty-one lives were saved, besides a considerable amount of property from wrecks. In 1826, after the establishment had been twice reported inadequate to give relief to the large number of shipwrecked persons thrown upon its resources, the British Government took the subject into consideration and appropriated a considerable fund to the maintenance of an improved system for saving life and property. After the first Superintendent died, Captain Joseph Darby succeeded him. A Board of Commissioners, composed of Sir Samuel Cunard, Capt. Maynard and Jacob Miller, assisted Capt. Darby in carrying out improvements which he found necessary, and in 1835 new buildings were erected at which as many as 300 persons have been provided for at the same time.

THE STATIONS.

On the west end of the Island are a lookout station and refuge consisting of a few buildings and a flagstaff. Signals may be made from this to headquarters, 9 miles away, where the Superintendent and his men are stationed. Here are quite a number of buildings, such as houses for lookout men, oil house, stores and boat-houses. Above these, on a hill, is the "Crow's nest," from the top of which a view may be had of the entire Island. The life saving apparatus consists of the most improved metallic life boats, with mortars and lines, hawsers and signal guns. In the thick plank storerooms are provisions, clothing and other comforts for those who may be cast on the shores from wrecks. Another station is established near the east end of the Island and a man is always there to communicate with the general station in the middle of the Island. Further toward the east, out upon the Bar, is a refuge similar to that at the west end. Provisions and wood are left in it, and also means by which a fire may be made. This place is only occasionally visited by the patrol, unless signs of the presence of shipwrecked persons are seen. Then the relief party set out over three or four miles of sand, on ponies, and carry the unfortunates to headquarters. None but those in the employ of the Government are allowed to live on the Island, though permission is often given to excursionists to remain during the summer season. The Government cutter makes periodical visits to it for the purpose of taking supplies and bringing off any persons who may be cast away, but beyond this no communication is established between it and the mainland.

A telegraphic cable might be laid from the Island to Cape Canso, and though many difficulties may present themselves in the way of doing it, the establishment of a telegraph station there would seem to be of the utmost importance. If this cannot be done the Dominion Government should have a steamer always in readiness for immediate despatch in times like the present, when the non arrival of the *City of Boston* gives rise to a desire on the part of the public to obtain information from all points where there is a probability of the vessel being heard from.

SIR GEORGE ETIENNE CARTIER, BART.

The last edition of Burko's *Peerage and Baronetage* contains the following passage with regard to the Minister of Militia:

Sir G. E. Cartier, Baronet, of the city of Montreal, P. Q., Dominion of Canada, C. B.; Minister of Militia in the Privy Council of the Dominion of Canada. Born on the 6th Sept., 1814; married on the 16th June, 1846, to Hortense, daughter of Edouard Raymond Fabre, Esq., of Montreal, and had issue; 1. Marguerite Josephine; 2. Marie Hortense; 3. Reino Victoria, deceased.

Sir George, a distinguished member of the Canadian Bar, and a statesman of the highest rank, has occupied several high positions. He was one of the delegates from Canada East at the conference held in London respecting the Confederation of the Provinces of British North America. He was Provincial Secretary in January, 1855, Attorney-General of Lower Canada in May, 1856, a member of the Executive Council and Premier of the Canadian Government from 1858 to 1862. Again appointed Attorney-General in 1864 he continued to hold that position until Confederation. He was created Baronet on the 24th August, 1868.

The Cartier family is one of the oldest in the country.

Pierre Cartier, of Prulliers, Anjou, France, a lineal descendant from one of the collateral relations of Jacques Cartier, of St. Malo, the celebrated navigator who discovered Canada, had by his wife, Marie Beaumier, a son named,

Jacques Cartier, born on the 11th April, 1757, who was a Lieutenant-Colonel of Militia and a member of the Canadian Legislature. He married on the 27th Sept., 1772, Cecilia, daughter of Charles Gervois, of Chateauguay, and of Celeste Plessis, his wife, a cousin german of Monseigneur Plessis, Bishop of Quebec, one of the most distinguished prelates of the Catholic Church in Canada, and the only Bishop of that Church who was called on to form part of the Executive Council. By this lady, who died on the 8th February, 1783, Lieutenant-Colonel Jacques Cartier (who died on the 22nd March, 1814,) left a son named,

Jacques Cartier, Lieutenant-Colonel in the Canadian Militia, born on the 29th August, 1774, who married on the 4th September, 1788, Marguerite, daughter of Joseph Paradis, of St. Antoine, and died on the 29th Aug., 1841, having had by his wife, who died 26th April, 1818, several children, of whom, besides three daughters, survive three sons, Sylvester, Comte and George Etienne, who was created Baronet as above, and is the present Sir George E. Cartier.

His motto is *franc et sans dol.*

The earliest book extant which contains the name of the publisher and printer and the date (1457) is a beautiful edition of the "Latin Psalter," published by Faust and Schœffer, Mentz.

An inebriated man in Lawrence, Kansas, was found clinging to a fence, looking helplessly at a neighboring row of shade trees. "Halloo," said a friend who came up, "what is the matter, Jake?" "Dunno," he," responded Jacob, "that d—d procession's never goin' to git past."

MILITARY.—It is understood that the Town-Majors at Montreal, Kingston and Toronto have, been informed that their services will be required for an additional six months, and that Major-General Lindsay will very shortly arrive to take over the temporary command of the forces in Canada.