

industry, for various reasons (the competition of iron and the growing scarcity of timber not the least amongst the number) has of late years been greatly curtailed. Yarmouth and Hants have contributed the lion's share of the shipping that has made this Province so famous, and great fortunes have been realized in the past in that line of business. The fisheries along the Atlantic coast, the Bay of Fundy, and Minas Basin, are great sources of wealth, and Yarmouth, Lunenburg, Shelburne and Queens, send out large fleets of fishing vessels to the northern fishing grounds. All these counties are known to contain valuable deposits of minerals. Gypsum has for years been a source of wealth and commerce to Hants, while great quarries of building stone have hardly been touched. Gold is now being extensively mined in Hants, Lunenburg, Queens and Yarmouth, and is reported as having been discovered in Shelburne, Annapolis and Digby. The North and South Mountains in Annapolis County, contain iron beds miles in extent, and copper deposits that promise to be valuable. The finest quality of manganese is mined at Tenny Cape in Hants. Coal and antimony also have been discovered, and the latter mineral quite extensively mined. With such great and varied natural resources, Western Nova Scotia holds out inducements to settlers that are unequalled, and which will eventually draw a great population within its borders. Railroads are sadly needed to open up direct communication with the Atlantic counties, and the missing link has to be completed between Annapolis and Digby before the beneficial results of a railway policy can be enjoyed. All the ports along the Atlantic coast in these counties are closed by ice in winter, and such flourishing seaport towns as Lunenburg, Bridgewater, Liverpool, Shelburne, Barrington and Yarmouth are, for at least three months out of the year, cut off from communication with the outside world. Yarmouth has an outlet for its business over the Western Counties Railway, but all the other places are without means of communication, other than by post roads, which are often impassable for a week at a time from snow. As a result there must be an almost total stagnation of trade during the winter months, which must militate greatly against the prosperity of these several communities. If the Nictaux and Atlantic Railway is ever completed, it will furnish Lunenburg and Bridgewater with a winter outlet and inlet for its trade, but if Halifax had been on the alert it would have agitated for a coast line direct to Shelburne, as such a route would not only secure for it the trade of the principal towns mentioned, but of the innumerable thriving fishing villages along the coast that it would pass through. This road must eventually be constructed, and the sooner the work is proceeded with the better.

The beautiful harbors and bays which indent this part of the coast of Nova Scotia, the romantic scenery, the delightful summer weather, make this region a favorite resort for tourists; each district and town having its votaries who, year after year, return to seek rest and enjoyment, and who never tire of dilating on the superior attractions of their particularly selected resort. The lakes and rivers afford good trouting, some sections are noted for their salmon fisheries, game is abundant, and pleasure excursions by rail and water, delightful drives and excellent roads for pedestrians, furnish the means of a great diversity of amusements. The Windsor and Annapolis Railway passes through the garden of Nova Scotia, and tourists who desire an inland climate, will find in the famed Annapolis Valley a dry, clear atmosphere, free from fog, and cold winds that should render it a fine recruiting ground for invalids. A delightful trip, on foot or by team, has Windsor for a starting point. A journey by short stages through Wolfville, Kentville, Aylesford, Middleton and Bridgetown to Annapolis, may be accomplished in a few days, but there is so much of interest to be seen en route, that a month could be well spent in its accomplishment with scarcely the possibility of an irksome moment, and without exhausting the many romantic views and interesting and historical spots to be visited. From Annapolis the tourist can either continue on to Digby and Yarmouth, or he can take the coach road to Liverpool and drive along the coast to Halifax. In the latter case he will find himself almost in a wilderness soon after leaving Annapolis, and if he be fond of sport, the streams and lakes at the head waters of the Liverpool River will furnish him abundant employment for his rod and line, while the extensive forests, the barrens and clearings, will be found to abound in all kinds of small game, as well as moose and caribou. The road from Liverpool to Halifax, skirting as it does for miles the coast line, and leading around such beautiful sheets of water as Mahone Bay, Chester Basin and Margaret's Bay, affords glimpses of magnificent scenery, and pleasant stops may be made at the many thriving seaport towns that in themselves present many claims on the tourist's attention. At Liverpool stretches of sandy beach furnish delightful drives, where the refreshing ocean breezes can be enjoyed, and where the surf bathing is unexcelled. Bridgewater is on the picturesque LaHave, and a sail down the river to its mouth should certainly not be neglected. Lunenburg with its snug harbor, is the great centre of the fishing business, and near by are the Ovens and many interesting natural curiosities that are to be reached by water, adding additional enjoyment to the pleasures of a yachting excursion. If fond of the water, the tourist can embark at Halifax on the comfortable steamer City of St. John, and skirt the coast to Yarmouth, stopping at all the leading towns on the way, steaming up beautiful harbors, threading groups of islands and small inland passages, his eye being delighted at every turn by the diversified scenery. Yarmouth is one of the most thriving towns in the province, and from it many delightful drives can be made to points of interest in the surrounding country. Taking the Western Counties Railway, Digby is soon reached, and here the traveller will likely linger, as it is one of the most charming localities in the province. Bear River, so celebrated for its cherries and precipitous roads, is near by. Yachting, boating, and sea bathing may be enjoyed *ad libitum*, and there seems to be nothing wanting that can conduce to the health and pleasure of the fortunate individual who chooses Digby as a summer resort. In Wilmot, Annapolis County, is the Spa Spring, with its many healing qualities, and when the

benefits to be derived from drinking its waters become generally known, there is no reason why it should not become the Saratoga of the Dominion. Superior accommodations are everywhere provided for visitors, and Western Nova Scotia has deservedly become a well known and largely patronized resort during the summer months.

ALIEN HOLDERS OF AMERICAN REALTY.

While the French are adhering to, or resuscitating, the somewhat obsolete doctrine of compulsory nationality, the United States Congress indicates a tendency to something like retrogression from broad principles by the passage of an act forbidding the acquisition of land in the Territories by foreigners unless they become naturalized American citizens.

As large tracts of land have, within the last few years, been acquired by British subjects in Texas, Colorado, Tennessee, and other Western States, and as English knowledge of American constitutional technicalities is much more confused than it ought to be, some alarm was engendered among people who are unaware that while Congress can legislate on all points for the Territories, whose governments wield only a delegated power, it is "ultra vires" of that body to interfere with the laws by which the tenure of property is regulated in a State of the Union. Foreign investors in the States are therefore untouched by the recent act, although it was, no doubt, prompted by the foreign acquisitions made within them. But the indication of a new tendency of American public opinion should act as a warning, for there is no saying when the assemblies of any individual state may see fit to legislate in the same direction.

As regards the territories, foreigners will do well to study the Attorney-General's interpretation of the act, for though the opinion of that officer (who holds a more responsible ministerial rank than the English, Irish or Canadian officials similarly named,) cannot alter the letter of the law, or bind the courts in its interpretation, it is sure to have been formed with a deliberation which lends to it a high probability of conclusiveness.

From Mr. Garland's view of the construction of the act, the foreigner who may contemplate embarking in any speculation within the territories, may gather with considerable certainty what he may safely do, and what he may not.

It appears that, as aforesaid, he may not buy land in a territory unless he becomes a naturalized citizen. If it fall to him by inheritance, he must part with it. He cannot own a mine, nor can he enter into possession of one in satisfaction of a lien gained by the advance of money. He may, however, lawfully hold shares in an American corporation owning mines or (it would appear by parity of reasoning) other lands, stocks and shares being personally. But the total stock held by foreigners in any company must not exceed twenty per cent. of the whole. With a somewhat cynical permissiveness, foreign capitalists may lend as much as they like in furtherance of American undertakings, or even work mines themselves, but they may not foreclose, or take any action the result of which would be permanent appropriation of American soil. The act does not affect much that at present exists, but it is easy to see that it will bar the introduction of much foreign capital in the future, and with it any such benefits in the territories as may have resulted from freedom to foreign investment in the States.

American opinion is not to be upbraided on this score. The policy of a retrogression towards exclusiveness may be doubtful, and a jealousy of alien ownership does not seem to be a safe or desirable basis of legislation, but if America chooses to repress the latter, she has plenty of precedent (if she cared about it) in European jurisprudence. One is only a little surprised at the distrust evinced of the Republican powers of acclimatization and absorption.

THE BEDFORD ROAD.

We have been asked to call attention to the state of the Bedford Road, which is simply disgraceful as a suburban outlet of a city like Halifax. We suppose there is not much money to be put on it, but we fancy there is lack of judgment in what is expended. Here and there there is a tolerable hundred yards or so, which seem to bear evidence of a more energetic, more practical, and more competent supervision, but the greater stretch of the highway is simply abominable. The big rocks are bad enough, but they are not the worst part of it. More troublesome and more dangerous still are the countless loose stones from the size of the head to that of the fist, and smaller, down to that of a plum. The steadfast rocks it is sometimes possible to evade, but the most skillful driving will fail to dodge the stones. The wear and tear of vehicles on the road is very severe, but beyond that there is actual danger. About a month ago, a horse not very strong and active, and on that account, carefully driven, set his forefoot on a round loose stone, and came down, throwing out of the buggy to which he was attached, two persons who might have been more seriously injured than they were. They did not by any means escape scratchless as it was, and there was damage to vehicle, harness, and the horse's knees, though the latter were not so badly injured as might have been anticipated from the sudden crash with which he fell.

We are inclined to think that the local road tax is not high enough, and we are perfectly sure that it would be an economy to those assessed for it who happen to keep vehicles, if they were called upon to submit to a higher rate. But the matter seems to us to require county supervision. Cannot something be done? One very simple measure, which could not entail any heavy expenditure, would abate half the nuisance at once, i. e., the employment of a few men just to rake off the obnoxious loose stones from time to time. This subject materially concerns our friends and subscribers at Bedford and Rockingham. Will they not aid the publicity we desire to give to it, by bestirring themselves in the matter?