

NOTES OF TRAVEL: And Reminiscences of a Pleasant Tour.

L. C. MORRIS.
CHAPTER XXVIII.
NEW BEDFORD.

New Bedford has been long known as one of the leading seaports of the New England States; and for two centuries it was noted for its great whaling industry. The fleet at one time numbered some four hundred ships, but at the present time the list has dwindled to seven only. Those ships were mostly square-rigged, and their measurements ranged from two hundred to four hundred tons. The painting and models of any of those ships are to be seen at the public library, and also at another building, which at one time was used as a seamen's mission. Those paintings are artistically executed, and richly framed, and will ever prove an inspiring perpetuation of the commerce of New Bedford, and of the daring spirit of its people. Every visitor to New Bedford should see these paintings. From a maritime standpoint they are rare and romantic, and the authorities of New Bedford are to be warmly congratulated upon the public spirit which they have shown in this honoring the pioneer industry of their city.

Among the models of full rigged ships and barques, which we saw at the mission building, there is one which deserves a special word. It is truly unique; but then it is not a model—it is a perfect ship. This ship is the gift to the city of Miss Bourne; and it at once marks the donor as a worthy daughter of her father, as well as a public spirited lady. Miss Bourne's father was one of the largest ship-owners of New Bedford, and when the prosecution of the whaling industry was at its height, he had twelve ships in commission. All these ships were fairly successful; but there was one which proved the commodore of the fleet. This ship was Barque rigged, a style of ship now almost lost to marine architecture. The name of the ship was the "Lagoda." The old mission hall, it seems, was taken down, and replaced by the present larger building. This building would be probably one hundred feet long, and inside of it is built this ship of which we write. This ship is about eighty feet long, and is built from the ground—the floor of the building represents the water-line of the ship. In every way the hull is perfect, and is fitted with a splendid gang of hemp rigging, and with a full suit of new cotton sails. The sails are all handmade, and are centre-seamed, and they present a perfect picture of a bark under full sail. The rigging is all rattined, and is set up with lanyards and dead-eyes and chain plates. All the shrouds, stays and halyards are in place, and the yards and braces look as if the watch had just been called to "tack ship." The hatches are battened, and the life-boats lashed while from the ship's port and starboard davits swing the whale boats. The poop, or quarter deck, is splendidly fitted, and to walk it, is to imagine one's self on board a trim barque of two generations ago. The ship is boarded by a ladder, such as was used in the days of passenger ship-sailing; and the entire outfit is true replica of an old-time two hundred-ton barque. The warden who showed us over the ship suggested that we go below and see the cabin; but we did not deem it necessary to do so. Our whole life had been devoted to ships and shipping, and we knew every detail and hiding place of such a ship's cabin. The ship is painted black, and the hull is offset by white painted ports. The white ports add greatly to the beauty of the ship; and as everything was as "bright as a new pin" the picture was a good one.

Legislative Council.

MONDAY, July 12.

The Council met at 4 p.m. yesterday to consider the remaining items on the Order Paper, and continued in session until midnight, with brief recess, at which hour the Clerk reported a clean slate, and adjournment was taken until 2.45 this afternoon, when it meets for prorogation. Shortly after the session opened and when the Education Bill came up for discussion, recess was taken until the Prime Minister and the Minister of Education could be got in touch with, both attending soon after in the President's Chamber, when the Bill was considered and its various sections explained. The Railway Bill was also considered at the same time, the discussion lasting up to six o'clock, when the Council again assembled until 7 o'clock.

Resuming at 8 o'clock, the Education Bill was taken up and discussed in Committee. Hon. Sir P. T. McGrath took the position that the creation of the department was unnecessary and that very little would be accomplished for the outlay. The Bill, however, passed without amendment, as did the Railway Loan Bill. The Municipal Bill was later introduced by Hon. Mr. Gibbs and drew forth a lot of discussion. Hon. Mr. Anderson opposed various sections of it, particularly the section taxing commercial travellers and that giving plenary powers to the Secretary-Treasurer to issue distress warrants. Hon. Mr. Browning thought it too late in the day for the Council to consider such voluminous document. He believed in fair, honest taxation, and was convinced that tax payers were ready to contribute to make our city clean and fit to live in. At present it was nothing less than a dirty hole, mainly brought about through incompetence of its rulers. He would like to see some of the sections amended, and thought time should be given the members to consider it. Hon. Sir P. T. McGrath thought the bringing in of the Bill at such a late hour was only side-tracking legislation, and only making a farce of an institution that was supposed to be a deliberative body. The Bill has 391 sections and in his opinion was too elaborate, and by some process or other should be reduced in one-third of its present proportions. It would be unfair to ask the Council to pass it without even having a fair chance to read it. The better plan would be to leave it over until the opening day of the next session, when it could be given full consideration, and he moved that it be read six months hence. Hon. Mr. Murphy seconded the motion. Hon. Mr. Mews said he regretted the late hour the Bill had been introduced, but as the members were of the opinion that it would be unwise to pass it without due consideration, there was no reason why their opinion should not be respected. Hon. Mr. Gibbs, the introducer, offered no objection, and Sir P. T.'s motion was carried unanimously. Several others of the Councillors spoke on the Bill during the evening. After the motion had been carried, Hon. Mr. Shea introduced a bill, extending the time of the Commission from Dec. 31st, 1920 to June 30th, 1921, which passed, a new section being added by Hon. Sir P. T. McGrath as follows: "That it be unlawful to erect any abattoir within the city limits after January 1st, 1920," which was accepted by the leader of the Government and carried.

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A high-grade, light-weight fast dye sock, perfect fit and finish.

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To be had in Black, Brown, Grey. We could not replace these at 85 cents.

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MEN'S FLANNELETTE SHIRT—With collar and pocket. Fancy stripes. Worth 85c. Our price 55c.

MEN'S SUMMER UNDERVEST BARGAIN—Short sleeves, White Cotton. Worth 90c. Our price 50c.

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Fishery Reports.

Traps have been doing well at Bonavista the last few days, but the hook and liners have done poorly up to the present.

A message to the Marine Department yesterday from Battle Hr.

stated there was a sign of codfish there.

Traps are getting from 10 to 50 qts. of codfish daily at St. Mary's, according to messages received yesterday.

A fair amount of fish is being taken in traps off this port.

At THE BALSAM.—The following are guests at "The Balsam"—Captain H. Bartlett, Brigus; Rev. J. W. Winsor and wife, Miss Marguerite Winsor, Master Harry Winsor, Misgrave Hr.; Mrs. Job Norris, Newtown; Chas. F. Snelgrove, Catalina; P. Bishop and wife, Canso, N.S.; W. Colley, Carbonar.

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NOTICE.

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W. F. COAKER,

Min. of Marine & Fisheries
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PUBLIC NOTICE
TO FISH EXPORTERS

Intending Exporters of dried or green codfish before being allowed export will first obtain License from the Department of Marine and Fisheries.

The cost of such license will be \$50.00 payable with Application, and shall cover period of the Government fiscal year ending June 30th, 1921, from date of issue.

W. F. COAKER,

Min. of Marine & Fisheries
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