

is reached from Sydney by a ferry steamer, making three trips daily, and by a daily stage. Stages also run to Glace Bay, Lingan, Cow Bay, and all other points of interest. The chief hotels at North Sydney are the Presto and Belmont.

While space will not allow even a mention of many of the places of interest in Cape Breton, there is one which merits more than a passing notice. It is Louisbourg, once one of the strongest fortified cities of the world, but now a grass-grown ruin where not one stone is left upon another. Once it was a city with walls of stone which made a circuit of two and a half miles, were thirty-six feet high, and of the thickness of forty feet at the base. For twenty-five years the French had labored upon it, and had expended upwards of thirty millions of livres in completing its defences. It was called the Dunkirk of America. Garrisoned by the veterans of France, and with powerful batteries commanding every point, it bristled with the most potent pride of war. To-day it is difficult to trace its site among the turf which marks the ruins. Seldom has demolition been more complete. It seemed built for all time; it has vanished from the face of earth.

Every New Englander should visit Louisbourg. Its capture by the undisciplined New England farmers, commanded by William Pepperel, a merchant ignorant of the art of war, is one of the most extraordinary events in the annals of history. The zealous crusaders set forth upon a task, of the difficulties of which they had no conception, and they gained a triumph which should make their names as immortal as those of the "noble six hundred." It was a feat without a parallel—a marvel among the most marvelous deeds which man has dared to do.

Restored to France by the peace of Aix la Chapelle, Louisbourg was again the stronghold of France on the Atlantic coast, and French veterans held Cape Breton, the key to the Gulf of St. Lawrence. The brief truce was soon broken, and then came the armies of England, and Wolfe sought and won his first laurels in the new world. Louisbourg fell once more and the knell of its glory was rung. The conquest of Canada achieved, the edict went forth that Louisbourg should be destroyed. The work of demolition was commenced. The solid buildings, formed of stone brought from France, were torn to pieces; the walls were pulled down, and the batteries rendered useless for all time. It took two years to complete the work of destruction, and then the once proud city was a shapeless ruin. Years passed by;

the stones were carried away by the dwellers along the coast, and the hand of time was left to finish the work of obliteration. Time has been more merciful than man; it has covered the gloomy ruins with a mantle of green, and has healed the gaping wounds which once rendered ghastly the land which Nature made so fair. The surges of the Atlantic sound mournfully upon the shore—the requiem of Louisbourg, the city made desolate.

Another Louisbourg exists to-day, across the harbor from the site of the former city. It has a population of about 1000 and is reached by the Sydney & Louisbourg Railway, a narrow gauge line, 31 miles in length. The fare from Sydney is only 75 cents and tourists should make the trip. Some fine scenery is found on the road at Catalone Lake and Miré. The Louisbourg Land Co.'s Hotel affords good accommodation; and apart from its historic interest the place is worthy of a visit. The site of old Louisbourg may be visited and the lines of some of the fortifications traced, and one who has a history which gives a good account of the sieges may be interested and instructed in following out the plans of the attacking parties. Then there is a magnificent harbor which opens on the broad ocean, and one may enjoy all the pleasures of life by the sea-shore. The views are admirable, and altogether a large amount of pleasure may be had.

Lake Ainslie and the Margerie River are great fishing resorts on the Island, having both salmon and trout. They are reached by going to Port Hastings and travelling from twenty to thirty-five miles, by road. River Dennis, another good locality, is reached by taking one of the Bras D'Or steamers to Whyecomeagh. Other good fishing may be had in the various streams of the Island.

The counties of Inverness and Victoria occupy the northern part of Cape Breton, and are to a great extent wild and unsettled. Taking the steamer to Baddeck a few hours' journey will take one into a country where moose and caribou are plenty, and where he may either camp out among the mountains in the depth of the forest or make his head-quarters among the well-to-do farmers in the occasional settlements.

Cape North and Cape St. Lawrence are the extreme northerly points of the island and from the former to Newfoundland is a little over sixty miles. The ocean cable is landed at Aspy Bay.

From Cape St. Lawrence it is only fifty miles to the Magdalen Islands. These waters have seen terrible destruction of life and property.