

Upon this encouragement the Earl engaged the Lord Chancellor Somers, the Lords Shrewsbury, Romney and Orford, with others, to advance £6000 in fitting out the *Adventure* galley, and 10th December, 1695, Kidd had a commission from the Admiralty as a private man-of-war, and (that empowering him only to act against the French) another under the Great Seal 26th January, with full power to apprehend all pirates he should meet with and bring them to a legal trial in order to suffer the punishment of the law. He sailed from London in February, and the first news of him (contrary to the expectation and intention of the adventurers) was about August, 1698, that the East India Company informed the Lords Justices they had received intelligence from their Factors that Kidd had committed several acts of piracy, particularly in seizing a Moor's ship called the *Quedah Merchant*, and the first news of his return into the American seas was by a letter from the President and Council of Nevis to the Secretary of State, dated 18th May, 1699; after which he sailed to Rhode Island, and thence sent one Emmot to the Earl of Bellamont at Boston, who informed him that Kidd had left the *Quedah Merchant*, which he took in India, in a creek on the coast of Hispaniola, with goods in her to a great value; that he had come thither to make his terms in a sloop, which had on board goods to the value of £10,000, and was able to make his innocence appear by many witnesses. His Lordship, overjoyed at the news, considering himself as infinitely concerned to see him brought to justice, communicated his intention of seizing him to the council, and, with their approbation, wrote him a letter assuring him that if he would make his innocence appear he might safely come to Boston.

In a few days Kidd returned an answer filled with protestations of his innocence, and 1st June, 1699, landing at Boston, was examined before the Earl and the council of that province, when his answers being very trifling and evasive, and Lovingsstone demanding the delivery of the bond to him, wherein he stood engaged for Kidd's honor and performance of the expedition, His Lordship 6th June had Kidd and some of his crew committed close prisoners, and the cargo entrusted with persons appointed by the council, being determined to touch none of the effects himself, nor take one step but in concurrence with the council.

When this was done His Lordship, with great dexterity and diligence, regained a considerable part of the goods Kidd had concealed at several places, and by letters 8th July transmitted the whole transaction to the Secretary of State and Council of Trade, pressing that immediate care might be taken to send for them in order to their trial, as there was no law in New England to punish piracy with death.

Accordingly 12th April, 1700, he was brought to London, and on his examination before the Admiralty committed close prisoner to Newgate, where he remained till about the beginning of March following, when the House of Commons examined into the matter, and 28th March, 1701, after a very long debate upon the question "that a grant passed under the Great Seal of England to Richard, Earl of Bellamont, and others, of all the goods and other things which should be taken by Kidd from Thomas Too, John Ireland, and others in the said grant mentioned as pirates before their conviction, is illegal and void," it passed in the negative.

His Lordship departed this life in his government of New York, 5th March, 1700, and as soon as his death was known at Boston, where the General Assembly was then sitting, a proclamation was published by the Deputy Governor and Council, at the unanimous address of the Assembly, for a general fast to be observed throughout the province to bewail the loss of such a Governor as a public calamity, so much was his virtue known and esteemed. He married Catherine, daughter and heir to — Nansan, of Bridgworth, in the County of Worcester, Esquire. A. G.

AMHERST JOTTINGS.

(From our Staff Correspondent.)

The scenery along the line of the Intercolonial between Truro and Amherst is quite picturesque, and in places, in crossing the mountain, is almost grand. I took the morning express from Truro, and was soon ensconced in the comfortable smoker, and while enjoying the pipe of peace had a momentary chat with bluff, jovial Bob Rutherford, who certainly is a most courteous, painstaking conductor. In fact, in the matter of conductors, the Intercolonial is most fortunate, all these officials seeming to vie with each other in looking after the comfort of the passengers. I have travelled with the veteran Bob Duncan, with John A'Hearn, and several others whose names have escaped me, and found them all equally obliging. At Truro the roads were dry and dusty, but the frost was just coming out of the ground at Amherst, and the roads were still deep with mud. Broad plank sidewalks keep the pedestrian out of the mud, but teaming was unpleasant, and, as the country roads were hardly passable, very few farmers were in town; and, as a consequence, trade was somewhat dull. Amherst is pleasantly situated on a kind of plateau, from the foot of which the rich marsh lands extend as far as the eye can reach to the waters of the bay. The view over the marshes, which are dotted with well-built barns, reminds one forcibly of prairie scenery, and I am informed that, like the prairies, these marsh lands yield enormous crops. Cumberland county is noted for its good land, and the farmers are reputed to be very well off. Great interest is taken in stock raising, and Cumberland beef is as good as the world can produce. Thorough-bred horses are numerous, and I saw a few Percheron and Clydesdale stallions, proving that the farmers are becoming interested in heavy draft and farm horses. The hotels and wholesale and retail shops, the court house, and new post office and custom house are all on the main street of the town, which starts from near the station. For half a mile it is a business street, then come comfortable homesteads, and then it straggles out as one of the main highways into the country. There are several dry goods

firms doing a large business, but no houses seem to do a trade that at all compares with that of Messrs. Blanchard & Cummings, of Truro. A fine new block of stores is being erected by Mr. Black opposite the post office, but I failed to note any further mercantile buildings in course of construction. The main street runs nearly through the centre of the town, and on either side of it, and crossing it at right angles, are a number of streets forming the residence portion of the town, although waggon and blacksmith shops and small manufactories are encountered every here and there. There are one or two handsomely fitted up dry goods shops on the main street, and a number of general stores, dealing in hardware, agricultural implements, and the assorted stocks required by farmers. These all do a good business, but what gives Amherst its fame abroad are the flourishing manufactories which are now pushed with work, and which give steady employment to numbers of mechanics. Perhaps the most noted establishment is that of Rhodes, Curry & Co., manufacturers and builders, whose extensive planing mill and factory is almost opposite the station. They always keep an immense stock of lumber on hand, and this, combined with the latest labor-saving machinery, gives them a great advantage in tendering for work. Mr. Curry showed me through the mill, which had lately been improved by the addition of a fire-proof boiler and engine room. The boilers are now fired by the shavings collected from the planing and other machines and carted into the engine room. A powerful fan is about being put in, which will be connected with the different machines by suitable air shafts, and all the shavings will thus be drawn directly into the engine room, minimizing the risks of fire, and feeding the furnaces almost automatically. The addition and the other improvements now going on will cost some three thousand dollars. All the latest improved wood-working machinery is to be seen in this establishment, the door planer and polisher being the only one of the kind in the Maritime Provinces. It is a great labor-saving machine. One man operates it, and puts through 70 doors in an hour. To show what advance is being made in the manufacture of wood-working machinery in the Dominion, Mr. Curry instanced the fact that a few years ago, when their factory was burned, they found the Canadian-made machinery so poor that they had to purchase in the States. Now he can purchase equally good, if not better, machinery from the manufacturers in Ontario. They have a lot of new Canadian machinery, and are perfectly satisfied with it. Rhodes, Curry & Co. are noted for their cabinet work, and I saw goods about being shipped to places as far apart in this province as Sydney and Yarmouth. Hard wood mantels are now all the fashion, and I saw some very handsomely carved and finished ones, as I passed through the finishing department to take a peep into the extensive dry rooms, where thousands of feet of pipe are used to hasten the seasoning of the lumber. A well equipped planing mill is an interesting place to visit, but the constant buzzing of saws, the roar of turning lathes, the jar of tenoning machines, and the fizz of the planers, grows decidedly monotonous, and it is a relief to escape into the open air. An extensive saw mill cuts the logs into boards, so that all the steps necessary to turn the log into the finished article are taken on the premises. Messrs. Rhodes, Curry & Co. are doing an immense business; orders for work are pouring in, and we gladly note that their energy and enterprise are being duly rewarded.

The Amherst Boot and Shoe Company are hardly a stone's throw from Rhodes, Curry & Co.'s. Their factory is the largest I have seen, and they also have a retail store on Main Street. I did not have time to go through the building, but was informed that business was good, and that steady employment was given to a whole host of employees.

Christie Brothers & Co. have extensive works on the outskirts of the town, where, as Pat had it, "coffins are made and repaired." They do a very lively business in a very dead article, and undertakers will here find a large stock of caskets of the newest and most sombre designs to supply the spring demand.

Near the Amherst Boot & Shoe Co.'s works are some extensive carriage and blacksmith shops, but as I was anxious to visit the Amherst Stove and Machine Works, I merely glanced in to see that business was brisk, and then continued on my journey along the railway track to my destination. I found that the Messrs. Robb were making an extensive addition to their premises to be used as a boiler shop. The Amherst Stove and Machine Works were established in 1848, and since then they have been going steadily ahead, until to-day it is one of the most widely-known concerns in the Maritime Provinces. Robb's stoves are in use everywhere; and as manufacturers of wood-working machinery, saw mills, grist mills, &c., &c., they have acquired a well deserved reputation for the superiority and durability of their wares. I met two of the firm, and found them pleasant, pushing young men. One of them accompanied me on a tour over the premises, and gave me a good insight into the manner of conducting a moulding and machinery business. We first visited the moulding and casting shop, where some five tons of iron are daily melted in the furnace and run into the moulds. The machine shop, finishing department, stove and pattern rooms were next visited, and then we entered the new wing of the building, where the "Monarch patent inclined Tubular Boiler and Hercules Engine" were being manufactured. The new boiler is simple in construction, and is inclined, so that there is plenty of water over the flues near the fire end, and a good space forward, so that a dome is not required. The fire box is an extension of the boiler shell, riveted to the boiler just outside the flues. This makes a most effective fire box, and in case of accident, or its getting burned out, it can be removed and another section riveted on. By this simple device the old fashioned cast-iron fronts and brick setting are entirely done away with, and the expensive fire-brick portable boilers are no longer necessary. The Hercules engine is connected with the boiler, and the whole mounted on wheels makes one of the simplest and most effective portable boilers and engines manufactured. It should prove just the thing for preliminary mining work, and we advise our mining friends to take a look at it.