

We have often called the attention of our farmers to the profit that lies in raising poultry, and there is still room for further urging of the matter. Good fowls form one of the most tempting and appetising items of a bill of fare, but it is a noticeable and regrettable fact that throughout a great portion of the Province we scarcely ever meet with them at the hotel tables. Beef and lamb are the usual alternatives, varied by salmon or ham and eggs. The beef is often of a poor description, owing to the fact that the best animals are sent to the city; lamb is nearly always good, but there is nothing in the way of meats that people tire of more readily, and consequently it is not appreciated when offered too often; salmon in its season is first-class, but for ham and eggs the less said the better. This is the state of affairs, as anyone who travels about the Province will readily testify, but there is no necessity for it, and it would be for the benefit of all concerned, the travelling public and the farmers, if considerable attention were devoted to the raising of fowls of good table qualities. Some months ago we referred to this matter, and gave a list of breeds suitable for the purpose as well as egg-producers. There is no difficulty in procuring eggs in the country—in fact one gets more than he desires of the embryo fowl; but the absence of spring chickens, or even chickens of a larger growth is very conspicuous. We wish our farmers would take this seriously to heart, and proceed at once to make arrangements for raising poultry on a larger scale next year. Summer visitors to Nova Scotia are usually perfectly charmed with the country, but there is no getting over the fact that many of them grumble over the fare provided. We Nova Scotians are an easily satisfied people, and take things pretty much as they come, but not so our American cousins, and when our people begin to realize the source of profit that these summer visitors may become if properly treated and encouraged to return and bring their sisters and their cousins and their aunts with them, they will perhaps wake up and do some of what these same Americans designate as "hustling." Oh, if our people only would take advantage of the opportunities lying so near them the country would become the richer by thousands of dollars every year! Get your incubators to work early next spring farmers and farmers' wives, and let us see what they will bring forth!

A CANADIAN GUIDE BOOK.

Even in countries where professional guides are prepared to take the tourist in hand and show him the "lions," a guide book is a not-to-be-despised addition to a travelling outfit, but in such a country as this Canada of ours it is one of the things that no sensible tourist should omit to purchase ere setting out to view the land.

D. Appleton & Company, the well-known New York Publishers, have this summer added a Canadian Guide Book to their list. It is written by one whose name is well known throughout Canada—Professor C. G. D. Roberts, of Kings College, Windsor, and we need only say that no further assurance of its literary excellence is required. This guide book, like "Osgood's Maritime Provinces," is modelled after the celebrated Baldeker Hand Books, and is consequently of convenient size and arrangement; a *multum in parvo*, including descriptions of routes, cities, points of interest, summer resorts, fishing places, etc., in Eastern Canada, by which is meant the Maritime Provinces, the Lake St. John country, the St. Lawrence region, the Muskoka district and Eastern Ontario, as well as Newfoundland, which, although not in Canada, is deemed worthy of eleven pages of description and four illustrations. There is also an appendix giving fish and game laws, and official lists of trout and salmon rivers and their lessees. Thirty full page views of beautiful places throughout the region described adorn the book, and they are all, so far as we know, new, not having been used in any other publication. Besides these, a number of plans and maps are interspersed through the volume, and in a pocket in the cover are three fine maps of Quebec, Ontario and the Maritime Provinces.

As we mentioned a few lines back, the literary excellence of the work is not to be questioned, and a great deal of interesting reading matter is to be found in it. The most important historical and romantic stories connected with the various places are told, as well as a liberal quota of selections from our own and other poets being employed to give zest to various descriptions.

We will not attempt a criticism in detail of the work in general, except to say that we think the author might well have given a list of authorities consulted, as Mr. Sweetser, in "Osgood's Maritime Provinces," does, but will confine ourselves to our own city and its vicinity, where we feel confident of our ground. Absolute accuracy in a book of this sort is well nigh impossible to attain, and the "whirligig of time," even a very short time, in this progressive nineteenth century, is sure to make the best laid plans of mice and men and the authors of guide books "gang a-gley;" but there are a number of more or less serious errors on the few pages we have critically examined, to which we wish to draw attention.

On page 217, at the foot of the page, Professor Roberts says:—"It is a beautiful drive between Halifax and Bedford, and the road passes the quaint little structure of the Prince's Lodge, perched on the crest of a pretty little wooded knoll and shaking to the thunder of the passing trains." It is a great pity that such a misconception of the "Prince's Lodge" should be given to strangers. The Prince's Lodge does not now exist. What is vulgarly called the Lodge was the old rotunda in which the band played, and which was situated in the garden. People who imagine that the Duke of Kent resided in that "quaint little structure" must either have their sense of the ridiculous smothered by awe of royalty, or else think that the father of our Queen was reduced to sore straits.

To pass on to the next point. "We come to the Narrows, where the harbor is but half a mile in width." The Narrows are not half a mile wide. They are only quarter of a mile wide according to all maps, including the last Admiralty charts.

On page 220 we are told that MacNab's Island is "three miles below the city." It begins a trifle over two miles from the Post Office, so we do not see how it can be called three miles from a city which extends south in the direction of the Island for about a mile past the Post Office. In the same paragraph we read of "Thundercap Shoals," by which we suppose the author means Thrumcap. We fancy our mariners would not be able to point out Thundercap Shoals. It is better to give the popular name of a place, and if considered necessary let the author insert the other, which we presume is a translation of the meaning of the word, in brackets, alongside it. Again, in the same paragraph, we read "St. George's Island." It was never so called, having been named like the fort of which it is the site, as well as Forts Clarence, York Redoubt, etc., in honor of royalty and not of the saint. We see also, that Professor Roberts gives the Citadel an altitude of 256 feet above the sea-level, which is more than it possesses. The Admiralty charts, which are authority, say the height is 227 feet above sea-level, and the Sailing Directions for 1885 give the same height. It is scarcely correct to say when speaking of the Citadel that "the works were begun by the Duke of Kent." This gives the impression that it had not been previously fortified. Neither is it considered "impregnable" at the present day. It is out of date. With the present new weapons a battery could be planted on Geyser's Hill (some miles from the city) or on certain parts of the Dartmouth hills or even at Bedford, that would simply knock the place to pieces in a very short time as soon as the range could be picked up. The granite portions would splinter and fly, and add to the effect of the shot.

A sentence at the top of page 222 gives the wrong impression that Wellington Barracks are a little to the north of the Dry Dock. On page 224 Professor Roberts says the North-West Arm is "about four miles long, half a mile in width." This is not so. It is only three miles long, and is not quarter of a mile broad except at Melville Island cove (Church's Map and Admiralty Chart.) Moreover, it is another error to say that at the Arm "are two immense iron rings fastened into the rock on each side of the inlet." There are no rings there now, and it has been years since there were two.

The "famous Rocking-stone" cannot "be set in motion by a small lever." It requires a very long lever, a fulcrum *very* close to the rock, and a good deal of power. Besides, it is not on the St. Margaret's Bay Road. The Provincial Engineer has estimated its weight to be about 200 tons, not "something over 150 tons." It does not oscillate on "a base of 12 inches by 6 inches;" it rocks on two points separated by a good space. There is not "a similar stone of much smaller dimensions" "nearer town, on the Prospect Road." There used to be a small rocking-stone near the Herring Cove Road, but it was broken up.

Writing of the "Young Teaser" affair, on page 241, Professor Roberts says:—"When the American ship was utterly defeated, her officers blew her up rather than surrender, and every man on board perished." The use of the words "utterly defeated" leads us to suppose that a heavy engagement occurred, which was not the case. This is the first time we have heard it said that the officers blew her up. The one who did the deed was supposed to be the former master's-mate of the Jason Frigate, who had deserted at Halifax some years previously, and had gone to the United States. He evidently blew up the vessel to escape a deserter's punishment. Every man on board did not perish. Eight of the men were saved, one of whom made a deposition regarding the matter at Lunenburg.

So much for our immediate surroundings—we leave to others the task of examining the portions of the book descriptive of country further removed from us, and with which we do not pretend to be thoroughly familiar. We would, however, venture to question the statement in the appendix for sportsmen, that "tackle of all kinds, of the best Canadian and English manufacture can be bought in Toronto, Montreal, Quebec, St. John, or Halifax, at figures which would be impossible in New York or Boston." We fear United States sportsmen would not find tackle as cheap as this sentence implies.

The charges for guides and camp help are quoted at from \$1.00 to \$1.50 per day, according to locality, etc., but this would hardly do for Nova Scotia. Here, a good Indian hunter wants from \$1.50 to \$2.00 per day, and then does not "find" anything, except what you may take with you in a bottle.

More about the hunting facilities of Nova Scotia might have been given with advantage in this guide book. The author confines himself too much to fishing, leaving many well-worth mentioning facts regarding gunning untouched.

The foregoing corrections and suggestions may, we trust, be taken advantage of when a new edition is called for, as it doubtless will be in time, for it is a selling book. We may consider it fortunate that the work, while prepared for the American market chiefly, has been done by a patriotic Canadian. Guide books consist too often of merely perfunctory work, then done as "pot boilers;" but in this case we have the touch of the hand of a man who is filled with love of, and pride in, his native land; who is perhaps more competent than any other to do the work, lightening the dry details with bits of poetry and romance, and making a readable whole of what might otherwise be merely a catalogue of points of interest. The book is attractively bound in red cloth, with an appropriately designed cover.

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