

SKETCHES
IN THE
MARITIME
PROVINCES.

SKETCHES IN THE MARITIME PROVINCES.—BY E. J. RUSSELL.

No. 3.—LITTLE
HOPE.

Little Hope is a small islet on the Atlantic coast of Nova Scotia, about twenty miles westward from Halifax. It lies a short distance off Port Mouton or Matoon, and three miles from the nearest point of the main land. In 1886 the Local Government of the Province caused a light-house to be erected thereon, which has been of immense service to coasting and other craft. Consequently the wrecks on Little Hope and the shoals that surround it have been far less frequent. The briny god, however, became jealous of such an infringement of his wrecking privilege, and in his stormy moods threatened by his gradual encroachments to wash away such an insignificant barrier to his mighty power. As the territory of Little Hope is composed chiefly of sand, and is not larger than a good sized croquet ground, elevated but a few feet above the sea level and guarded only by straggling low lying boulders, it can easily be imagined how some Saxby tidal wave could affectually wipe out from the face of creation this lonely islet, with its light-house, light-house keeper, his wife and all. In order to avert such a calamity the Dominion Government caused to be erected during the past summer a substantial sea wall of well ballasted crib work on three sides of the island, with a frontage of over 300 feet of solid square timber, close faced: the crib is 10 ft. wide, with stringers 8 ft. apart; it has a depth of 18 ft., nearly half of which is sunk in the foundation, which had to be excavated. It is all thoroughly iron fastened and decked over with heavy



RIDING A ROLLER AT LITTLE HOPE.—BY E. J. RUSSELL.

plank. The heaviest seas that come rolling in here during tempests break on the shoals at some little distance from the island proper, otherwise granite would not stand the pressure. The works now erected for the preservation of Little Hope are considered sufficiently strong, and will answer the purposes for which they are intended. The cost of this wooden wall was \$12,000. The contractors were Messrs. Cochran & Co. The weather of the past summer at Little Hope was immensely favourable for the carrying out of such an enterprise. Pleasant days by the week and month aided the contractors in their arduous undertaking. Cargoes of iron and immense rafts of timber had to be landed on the island, besides the provisions and even water for the men employed. The landing can only be safely accomplished in very calm weather, otherwise your boat is likely to swamp among the breakers that forever beat among the rocks and sands of Little Hope. Those accustomed to boating on this coast watch every seventh roller, which is the largest; run in on the second or

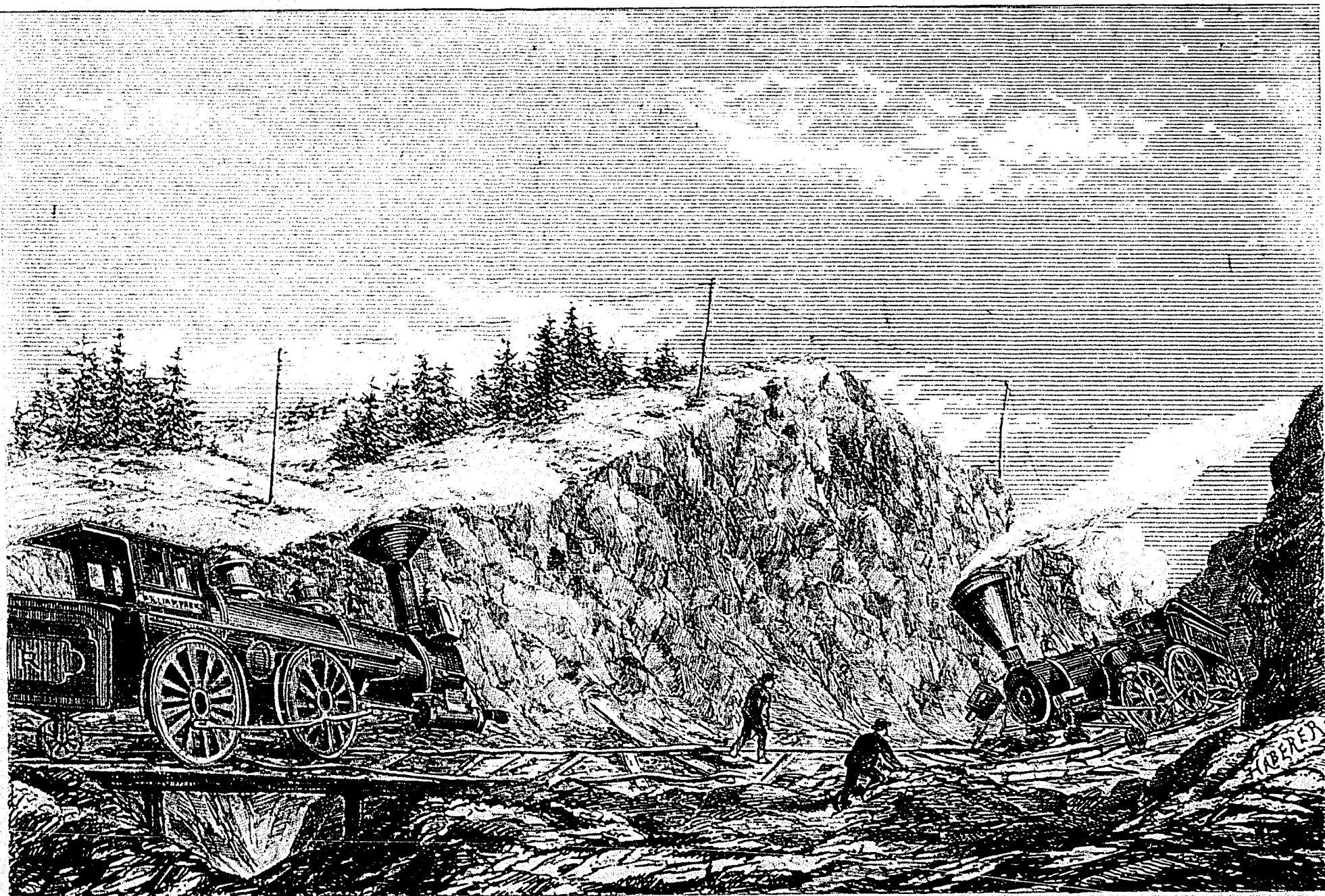
third; jump from the boat immediately it touches the beach; then run her up the landing before number seven comes roaring upon them—otherwise a wet jacket is a sure thing.

The light-house keeper and his wife are the only inhabitants on the island; he is an elderly man, and manages to fill up his long weary vigils by reading. He will not be cold this winter, for a recent wreck supplied him with a gratuitous supply of coal—say thirty or forty chaldrons. The breakwater was pronounced complete by Henry Perley, Esq., Government Engineer, in October, ere the autumnal gales set in. The difficult and dangerous task of towing and general transportation was confided to a powerful tug belonging to the enterprising town of Liverpool, whose captain, "every inch a sailor," was well calculated for the work assigned to him.

(For description of Port Matoon see page 370.)

The largest canal in the world is one in China, which passes over two thousand miles of country and alongside forty-two cities. It was commenced as far back as the tenth century.

"I can say papa and mamma" represents perhaps the newest thing out in the form of artistic mendacity in London. A child of very tender age is deposited on a pavement, and this is written in chalk by its side. When any coppers are dropped into the child's lap they are removed by the impudent knave who set the trap and remains on the watch.



COLLISION ON THE WESTERN EXTENSION R.R., N. B.—FROM A SKETCH BY E. J. RUSSELL.