

tablespoonfuls of rice, washed clean, in a pint of milk, with sugar to taste. When kernels are soft, but before they "mush," as Bridget says, flavor with vanilla and set to cool. Make custard with a half pint of milk, and yolks of four eggs; when cold mix it with rice. Beat a half pint of cream to a froth, with a little sugar and a pinch of isinglass dissolved in water; mix in lightly with rice and custard, fill a mould and set on ice. When iced through, turn out on a pretty dish and serve.

A decorative and nice-tasting cake is known as the Neapolitan. Make rich, plain, light-colored cake, and bake in shallow pan; when cold cut in horizontal slices half an inch thick; spread half the slices with apricot jam, the other half with chocolate icing; arrange the slices one over the other, ice the entire cake over again, and trim with bouillons in fanciful design. To make the icing, stir $\frac{1}{2}$ lb. powdered loaf sugar, 2 oz. granulated chocolate, and about a half pint of water together over a fire until the mixture has the consistency of thick cream. This frosting sets quickly, so should be kept hot by being set in a dish of boiling water while it is being used.

But one does not eat forever. When Charles Sumner, in the early sixties, was searching out the burial places of Washington's immediate ancestors in England, he made the acquaintance of Earl Spencer. After Mr. Sumner came home Earl Spencer sent him fac-similes of the stone slabs that mark the graves of the early Washingtons, being exact reproductions of the inscriptions, brass plates, coat of arms, and all the stones even being quarried from the very quarry whence the originals were taken. These most interesting gifts were presented by Mr. Sumner to the State of Massachusetts, and are preserved at the Doric Hall of the State House here in Boston. And now comes the intelligence from England that the brass plates on the original stones have been recently stolen by some miscreants. But it takes a power of faith to believe that in ages to come the vandal, along with others of his ilk, will have been evolved out of existence.

Yours faithfully,

Boston.

DINAH STURGIS.

THE MARITIME PRESS ASSOCIATION.

The above Association met at New Glasgow on Wednesday, the 11th inst., and here began an uninterrupted series of courtesies and hospitalities. We were received by Mayor Sutherland, R. McGregor, and Town Clerk A. M. Fraser, and were driven to the top of Fraser's Mountain, from which an admirable view of New Glasgow, Pictou, and the winding East River may be obtained. On our return we visited the Water Works Reservoir, and then drove on to the N. S. Glass Works, where the Manager took us in charge and exhibited the many different glass articles which they manufacture and also the processes of blowing and moulding. We were then driven to the N. S. Steel and Forge Works, and through the kindness of Manager Fraser made a thorough tour of the works, seeing so much to interest us, that we were loath to return to our hotel, the Vendome.

The thanks of the whole party are due to the New Glasgow Board of Trade and citizens for their kindly attention. A river excursion had also been arranged, but owing to our lack of time it was thought better to abandon it.

At 9.30 p.m., the Association went into session, and after transacting a large volume of business elected the following officers for the ensuing year:

President—W. B. Alloy, Truro.

Vice-Pres.—J. T. Hawke, Moncton; V. A. Landry, Digby; H. D. Blackadar, Halifax; B. D. Higgs, and James McIsaac, Charlottetown.

Secretary—J. Burgoyne, Halifax.

Treasurer—A. Milne Fraser, Halifax.

Executive—R. Drummond, Stellarton; Rev. R. Murray, Halifax; R. J. Gilbert, Sackville; J. W. D. Stearns, Sydney; J. A. Black, Amherst; J. McCready, St. John; L. C. McNutt, Fredericton.

Auditing—C. H. Cahan, Halifax; W. F. McCurdy, Halifax; J. J. Anslow, Windsor.

At 10.30 next morning the members of the Association, with their ladies, whose members the morning train had considerably augmented, boarded the train for Cape Breton, occupying a special car kindly placed at their disposal by New Glasgow's popular station-master.

At 2 p.m., we boarded the fine ship of the Bras d'Or S. N. Co., the *S.S. Marion*, and soon the joyful sound of "dinner is ready," cheered the hearts (or rather stomachs) of our party. Arriving at St. Peter's Canal about 5 p.m., we were detained there some little time while the Canal was being cleared of schooners; and just here let us say that we think some arrangement should be made by which the Canal should be kept clear for the passage of steamers carrying mails and passengers when the steamers are on time.

Leaving St. Peters, and while enjoying the beautiful scenery, we were again interrupted by the "white-headed boy" of our party shouting "tea is now ready," and this continued throughout the whole trip, so much so that not one of our party ever inquired when we might expect to get a meal, but our "white-headed boy" kept us in mind of it, and immediately after one meal was finished he would announce when we might expect the next. This got rather monotonous towards the close of the trip; however we all managed to do full justice to the viands provided.

We arrived at Grand Narrows about 8.30 p.m., and while there were entertained by Messrs. McDougall & McNeil, Proprietors of the Grand Narrows Hotel, in a most royal manner. The hotel itself is quite equal to the best in Halifax or St. John, and is far superior to those of many of our provincial towns. It is situated on the shore of the Grand Narrows, is sumptuously furnished throughout, and the table—well, we think that our appetites must have shown that we fully appreciated the cuisine of our hostess, Mrs. McNeil (who the ladies all say openly they have fallen in love with, while the gentlemen had their wives with them, and therefore kept a discreet silence.) The hotel has been filled during the last few months,

and as shooting and fishing are both to be had in the immediate vicinity, it will, we hope, receive many visitors on sporting bent. Our one wish is that this hotel will meet with such a large patronage that some hotel proprietors in other parts of the Province may be brought to see that it is to their advantage to run good hotels.

On Friday our party was treated to an excursion on the new C. B. Railway, and rode for 13 miles on flat cars along the shore of the Bras d'Or Lake.

Immediately after dinner we were photographed on the steps of the Grand Narrows Hotel by Mr. Jas. Stubbart, North Sydney's artist, who accompanied us throughout the trip, and obtained some admirable views.

At 3 p.m. we boarded the *S. S. Nellie Reid* for Baddeck, and on our way inspected the building of the piers of the long bridge over the Grand Narrows, which is being constructed by R. G. Reid & Co. The work was certainly very interesting, and was fully explained to us by Mr. Reid, to whose courtesy we were indebted for the use of his steamer. We arrived at Baddeck about 4 p.m., and while there were entertained by the Baddeckers at the Telegraph House, the reputation of which is too well known to require further mention.

We made an early start on Saturday morning on the *S. S. Magnolia* and sailed through St. Patrick's Channel to Whycomagh, where we were met by Jacob S. Hart and others, who drove us to Mr. Hart's farm to see his splendid herd of Jersey cattle. This was really a grand sight, 55 thorough bred Jerseys being gathered in front of us; and it so delighted us that many of our party broke the 10th commandment by coveting the fine animals. However, the price (\$200 each) was too large for newspaper men, so we all adjourned to Mr. Hart's house and consoled ourselves by drinking numerous pitchers of creamy Jersey milk. We then drove back to the Seaview Hotel where Mrs. Mitchell, (who, like her husband the steward of the *S. S. Marion*, is very popular with the travelling public,) entertained us at dinner. Leaving Whycomagh at 1 p.m. we steamed down to Baddeck, across the Bras d'Or, up the Little Bras d'Or to Christie's, where teams were in waiting to convey us to N. Sydney, a beautiful drive of about 3 miles, but somewhat marred by the dustiness of the road. When we arrived at N. Sydney clothes brushes were in demand, and after an hour's rest the ladies went to dine with Mrs. A. C. Bertram, wife of our ex-president, who has a magnificent residence about a mile from the town; while the gentlemen were entertained at a banquet at the Presto House by the town and citizens of N. Sydney. Speech-making followed, and "Auld Lang Syne" was sung, not at the "wee sma' hours," but strictly within the limits of Saturday.

On Monday morning the *S. S. Marion* made a special trip to N. Sydney to take our party across the harbor; and here we divided, some going to visit the coal mines, others the famous Coxheath copper mines, and yet others drove round and about Sydney, each party being taken charge of by some of the citizens of Sydney.

At 1 p.m. we all gathered together in the town hall, where a table had been spread loaded with good things, which the excursionists did ample justice to. The ladies of Sydney (reference to whom was omitted in the speech-making because none of our party felt themselves able to do justice to their charms,) also met here to entertain our lady friends, and the Sydney band played several selections very acceptably.

At 4 p.m. we boarded the *S. S. Marion* homeward bound, and just here let us say that our party will ever feel indebted to Mr. A. C. Bertram for the splendid programme he prepared, and to all those who so willingly and ably assisted him, but especially to Capt. Burchell, of the Bras d'Or Steam Navigation Co., who spared no effort to make our trip enjoyable.

Your representative in this hasty sketch (which was written while seated on a log near the the Malagawatch, while on a side trip to the works of the Bras d'Or Lime Co. Ltd at Marble Mountain) has perhaps laid too much stress on the pleasures of the excursion and too little on the great natural mineral resources of Cape Breton, but these (as well as the scenery) it would be impossible to describe in this letter; so THE CRITIC is arranging to send a representative to Cape Breton to visit its mines and write a series of letters on them.

Next year the association will visit P. E. I., it being in order that newspaper men should be intimately acquainted with the country about which they have to write.

INDUSTRIAL NOTES.

A BUSY ESTABLISHMENT.—Rhodes, Curry & Co. are now so rushed with work that they are working sufficient overtime in the evenings to make an extra day per week.

Among their contracts for shop work is a \$5,000 one for the Convent of the Sacred Heart, Halifax, consisting of chancel and gallery fitting. The work is very intricate, necessitating a good deal of carving, and is being turned out in capital finish under the direction of G. M. Doull.

They have just entered upon a contract for the erection of the immense building at the Fort Lawrence dock, to contain the engine, boiler and machinery for the hydraulic lifts for the Ship Railway. It is to have a concrete foundation of five to ten feet in height, and the superstructure will be brick with stone trimmings. The ground size is 96x56 ft. The contract price is about \$20,000. The cement for the foundation alone will cost \$6,000.

The position of foreman of the factory, so long and faithfully filled by Mr. Pelton, has been given to George M. Doull, who for three years has been foreman of the cabinet department. The firm has paid a high compliment to Mr. D. in thus giving evidence of their high confidence in one who, although well experienced, is comparatively young. Mr. Doull was engaged in the cabinet-making business at Summerside for 10 years. — *Amherst Record*.