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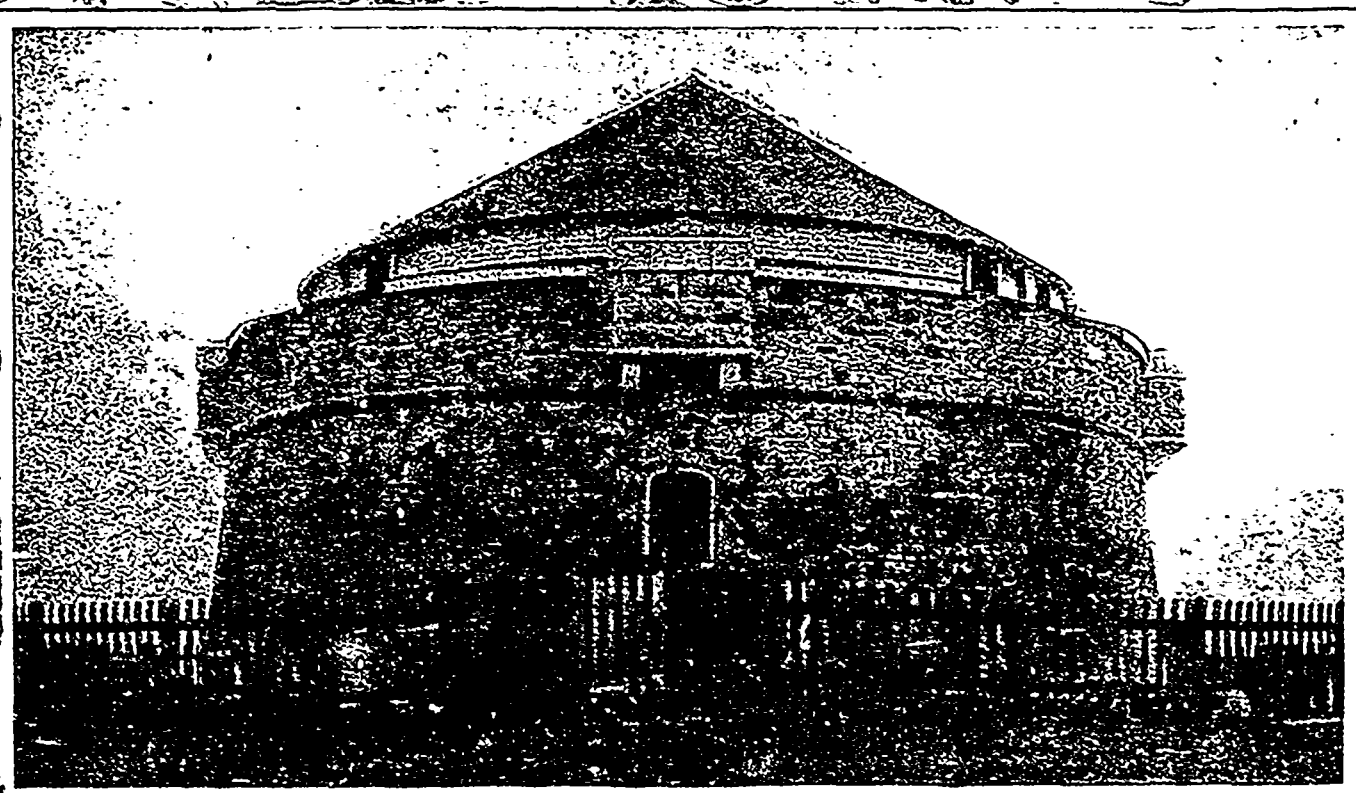
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NOVA SCOTIA

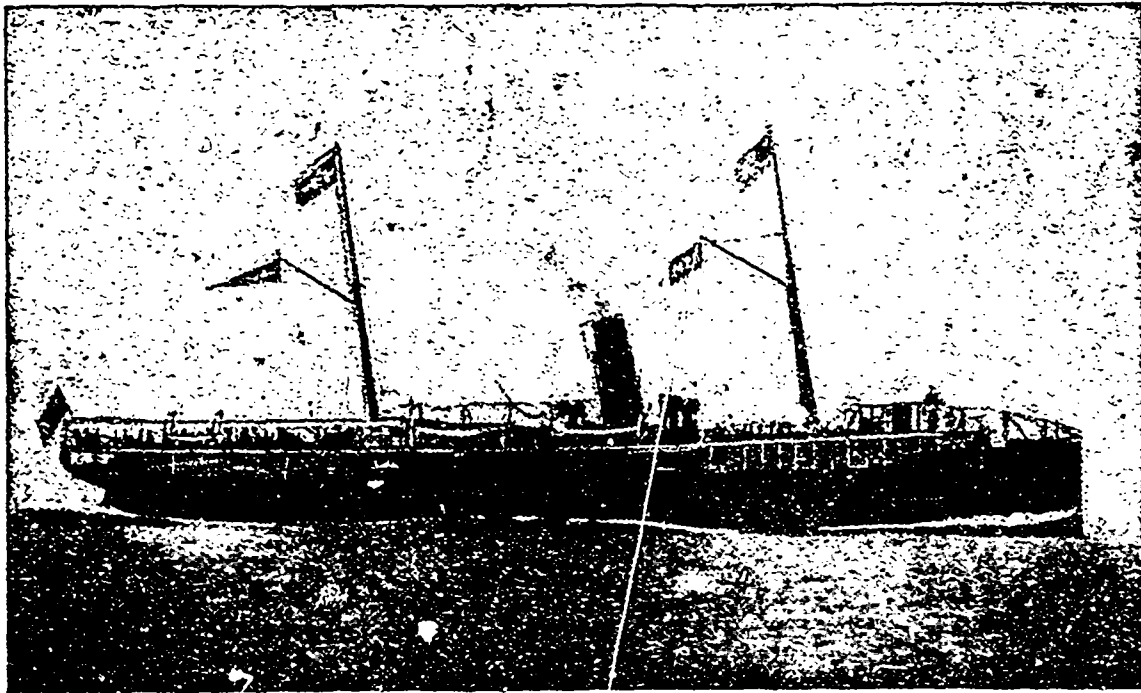
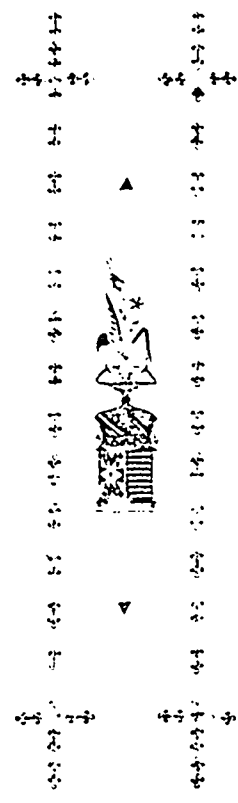
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The quick and favorite Route to reach all Points described in this Journal is via the
• CANADA • ATLANTIC • AND • PLANT • STEAMSHIP • LINE, •
From Boston, connecting at Halifax with the INTERCOLONIAL RAILWAY for all Points in Nova Scotia, Cape Breton, and P.E. Island.



H. B. PLANT,
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- Steward ... T. J. Armstrong



Nova Scotia Illustrated,

AN ILLUSTRATED MONTHLY JOURNAL, PUBLISHED AT HALIFAX, N. S.
By G. H. BRADFORD, FROM 131 SACKVILLE STREET.

NO LESS than (10,000) TEN THOUSAND copies of this Journal will be distributed EACH MONTH.

They will be given out by ALL Station Agents of the I. C. R., and the C. A. and P. S.S. lines, and connections, and will be mailed regularly each month to ALL HOTELS and CLUBROOMS in the MARITIME PROVINCES.

Also be given to ALL passengers of the Canada Atlantic and Plant Steamship Company's Line.

The circulation each month will be personally vouched for.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

All notices in Local Column and changes in advertising cards for this publication must be sent in on or before the 1st of each and every month.

VOL. I.

APRIL, 1895.

No. 1.

TO OUR READERS.

The initial number of the NOVA SCOTIA ILLUSTRATED is before you.

Its purpose can easily be seen by a perusal of its pages.

It will always contain correct and reliable information in regard to the railroad and steamship lines of Nova Scotia as to schedules through sleeping car service, special rates, stage connections, distances, population of principal cities, etc., punctuated with spicy bits of selected humor and condensed information of various sorts, description of prominent resorts reached by the different railroad and steamship lines and which can be recommended as being first class in every respect, will be found from month to month. It is natural to suppose that in connection with such descriptive matter our readers will also be told the BEST and QUICKEST route to reach such resorts.

NOVA SCOTIA contains more to interest the human eye than all the world, and therefore can well be called the LAND OF EVANGELINE; The Tourist's Paradise; The Sportsman's Arcadia; The Wonderland of Artists, and The Best Climate on the Footstool.

This monthly will sound its glad tidings on the first of each and every month, and will contain ILLUSTRATIONS of principal points of interest, also fine half-tone cuts of some of our well known residents and reputable business men.

Relying on your kind patronage we anticipate a long and happy existence.

A NEW IDEA.

A new idea has come to town,
And come, I know, to stay;
You hear it too from every mouth
As you homeward wend your way.

The legend strange perhaps you think,
And one that is quite new,
But when you know just what it is,
And what it will do for you,

You'll try as others have,
And say with all the rest
That the columns of Nova Scotia Illustrated monthly
For advertising are the best.

What does it do? List unto me
And its merit I'll explain.
It prevents keeping old stock in trade,
Is food for nerve and brain.

For home reading it has its sway,
And adds to all things good,
There's nothing in this world compares
With Nova Scotia Illustrated for advertising wares.

Of testimonials there's no lack,
And science lends its aid
In praising nigh the virtues,
But the HALF HAS NOT been said.

Of what a boon and priceless treasure
Is the monthly of whose praise I sing,
For with the constant use of its columns
Will make your pockets with money ring.

Are You A Good Guesser?

THIS MONTHLY is essentially a Journal of Travel and its readers travelers, or hope to be, hence the manner of prizes to be offered to its subscribers should in the very nature of things be tickets of travel. It is therefore determined to offer the following FREE:—

One First Class Ticket Halifax to Havana, Cuba, and Return

by way of New York and Tampa, Florida, Atlantic Coast Line, to be GIVEN to the person who guesses nearest the number of words the August issue, 1895, will contain, providing it is a paid subscriber for the term of one year. The lists will close on the last day of June next.

If you Want a Rubber Stamp of any Description

A Steel Stamp, a Dating Stamp, a Ribbon Stamp, a Brass Stamp, a Numbering Stamp, a Stencil Stamp, a Seal Press, a Wax Seal, a Check Protector, Steel Alphabets or Figures, Checks for Hotels, Rubber Stamp Ink any Color, Ribbons any color, write or call on the

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All kinds of Stamps for Bank and Office use. State what you want and get Prices. Best Goods. Right Prices. Telephone 946.

How To Guess.

Guesses may be made at any time prior to the closing of the list, but the earliest subscriptions will have the preference in the awarding of the prize, that is persons subscribing early may guess when they please and their guess will be recorded opposite date of subscription. It is not difficult to guess approximately to any of the propositions. For instance the reading columns may be measured with a printer's rule and the number of ems calculated for each column; the advertising columns can be averaged or easily counted, the number of words in a line and the number of lines on a page may be multiplied to formulate a guess. The question is simply one of multiplication and addition. Where replies by mail are required return postage must be enclosed. Ticket will read from the home of the guesser. All guesses and subscriptions must be sent to Office of Publication, Halifax, N. S.

MEN'S and BOYS' CLOTHING

BEST VALUE FOR MONEY IN THE DOMINION.

Clayton & Sons,

JACOB STREET, - - - HALIFAX, N. S.

All Subscribers Insured Against Accident.

From and after the first issue each subscriber who holds a receipt for ONE DOLLAR for one year's subscription is insured against accidental death in the sum of ONE HUNDRED DOLLARS, to be paid promptly on receipt of proofs. The subscription receipt is an accident policy for \$100.00.

The amount of insurance offered is small, but the premium asked is smaller and you get \$100 ACCIDENT INSURANCE with a FIRST CLASS Journal thrown in

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Diamonds

GOLD AND SILVER
FANCY WARE.

BULL'S EYE
CAMERAS and FITTINGS.



Halifax, Nova Scotia.

My theme shall be a city's birth,
Its rise, its progress and its growth ;
Halifax derives its name
From a noted gentleman of fair fame.

Who first the city's site began,
'Twas to their rapid growth and rise ;
Our growth's been healthy, not a boom,
Still, for more capital there is room.

Our glorious future ever near,
Bespeaks the praise of pioneer.
Snugly encased in valley fair,
With water pure and blissful air.

In winter cold, in summer mild,
Contented man is reconciled,
'Mid all the scenes where mortal thrives,
And man from nature help derives.

Halifax is by nature blest,
With fruit the choicest and the best,
The soil teems with every root,
Good for food and abundant fruit.

While soil and climate here combine
To rapid growth and flavor fine,
The husbandman may surely earn
By raising fruit a rich return.

Our farmers all are amply paid
For all they raise in cash and trade ;
Our merchants carry in their stores
Fine merchandise from foreign shores.

Their stocks embrace, within their range,
All needful things for fair exchange,
Which proves that man on man depends,
And varied wants make many friends.

Here is a truth for all to know
Man's wants are constant here below,
No fairer place to man is given
Beneath the smiling stars of Heaven.

Then Nova Scotia with its fruit
To raise, it is a grand pursuit ;
By care and culture of the fields
A hundredfold each harvest yields.

The rivers and winding courses,
A waterpower of mighty force,
Affords the manufacturer here
A never-failing power each year.

Railroads connect east, west, south and north,
Daily coming, daily going forth ;

All things combine for our success,
To yield us peace and happiness.

Our schools are free, they therefore teach
The poor and all their children teach ;
The higher branches too are taught,
Ennobling mind with lofty thought.

Man may be poor and poorly fed,
Yet rich in treasures of the head ;
This satisfaction he may feel ;
This wealth and power none may steal.

Our churches, too, instruct the mind,
Beyond this vale of tears to find
A home where peace eternal reigns,
And endless joy shall banish pains.

Our hotels are our honest pride,
All patrons too are satisfied ;
The weary drummer of the road,
Here finds the best of wholesome food.

With spotless linen sheets, the best,
And mattress fine for every guest,
The charges are for bed and food
Quite reasonable for service good.

Electric lamps our streets illumine,
Dispel the darkness and the gloom ;
Our buildings are of brick and stone,
And give our town a stylish tone.

Our fire department is so secure,
It costs but little to insure ;
Our banks and bankers are content
To loan money for a small per cent.

Men with capital to invest
Will find inducements here the best,
For constant crops with markets near,
Make real estate advance each year.

The only source of revenue
Is land and water that we view,
No other source within—without,
Man must dig or fish it out.

Therefore from water—earth depends
Our lives, our objects, and our ends,
In fact we are a happy band
And feel we have found the Promised Land.

Unselfish, too, we'll gladly share
Our soil, our climate, and our air.
Now let us view suburban part,
The home of culture and of art.

Here neat and tasty homes abound,
And peace and plenty all surround ;
The cheerful fire and easy chair
Welcome the worthy stranger there.

Strains of music delight and charm,
Our blues diapel, our cares disarm ;
Shade trees adorn the yard and lawn,
While birds announce the coming morn.

The fragrant flowers yield sweet perfume,
Pervade the air and scent each room,
Nature and art, wherever we go,
Combine to make this heaven below.

Such are the blissful scenes I view,
I would I were a native too,
Where each and all for daily food
To neighbors as themselves are good.

Where one enjoys they all enjoy,
No malice mars, or strifes alloy ;
Here law's enforced, and justice reigns,
High Heaven approves, and God ordains.

Each honest man, with welcome warm,
Who will to order, law conform,
We'll find for such a happy home,
And only such we wish to come.

The only safeguard of content
Is virtuous life--good government ;
Abundance makes people blessed,
A fertile soil relieves distressed.

Prosperity has marked our course,
Through Nature's never failing source,
And four score years is ample time
To test the vineyard and the vine.

The stranger from a foreign shore,
Enraptured sighs for home no more,
It is no boast, no vain pretense,
Here labor finds just recompense.

The poet's pen can ne'er express
The advantages we here possess ;
Elysian fields and sylvian shades,
Gallant men and pretty maids.

Themes oft immortalized in song,
Ages on ages wafted on ;
Here lives again those scenes disclosed,
In rich reward and sweet repose.



Sir John Thompson.

WHEN the late Sir John Macdonald was called away full of years and honors, our people lamented their national loss and mourned him as one admired and beloved, but they felt that the call was in the order of nature, that the great life-work of the veteran statesman was well complete, that the successful toiler in his country's cause had laid down to his rest, and that all was well. But by the death of Sir John Thompson, cut off in the midst of his years, in the early day of his great usefulness and high promise, the heart of our people has been rent with a pang terrible in its intensity and awful in its suddenness. Truly the ways of Providence are mysterious. Yet as we remember that famous saying of John Wesley's—"God buries his workmen but carries on His work,"—we may well have confidence that the national work so well founded in the time of Sir John Macdonald and continued in that of Sir John Thompson, will be still further maintained and developed to yet nobler results.

Since the opening of this last decade of the century, the hand of death has been heavy upon Canadian statesmen. Within three years and a half two premiers and two ex premiers have passed away:—Sir John Macdonald, while still premier, in June, 1891; ex-Premier Mackenzie in April, 1892; ex Premier Abbott in October, 1893; and now, last of all, and saddest of all, Premier Thompson yields up his young life in the closing days of 1894.

The main facts of Sir John Thompson's life are so well known that they need scarcely be mentioned here. To the people of Halifax they are especially familiar, for in this city he was born and educated, here he was called to the bar, and here in his profession he made that reputation which pointed him out as one of the rising men in the public life of the country. Born on the 10th of November, 1844, he was but fifty years and one month old at the date of his death. Having served in the city council of Halifax for several years, his first experience of parliamentary life was when he entered the Nova Scotia Legislature as a member for Antigonish in December, 1877,—only seventeen years ago; yet in that period he reached the highest parliamentary and executive honors in his country. In 1878 he became a member of the Holmes-Thompson government, in which he held the portfolio of attorney-general. In 1882 he was appointed to the Supreme Court bench of Nova Scotia, a position which he resigned in 1885 in order to enter Sir John Macdonald's cabinet as minister of justice. From that time until his death he was the member of Parliament for Antigonish. On the retirement of Sir John Abbott from the premiership in November, 1892, Sir John Thompson was called to that position. In 1883 he received the order of knighthood in recognition of his services in connection with the negotiation of the Bayard-Chamberlain treaty. After his distinguished services as one of the British commissioners of the Paris tribunal in 1893 he was appointed a member of Her Majesty's Imperial Privy Council, of which illustrious body he was sworn in a member by Her Majesty, in person, only a few minutes before his death.



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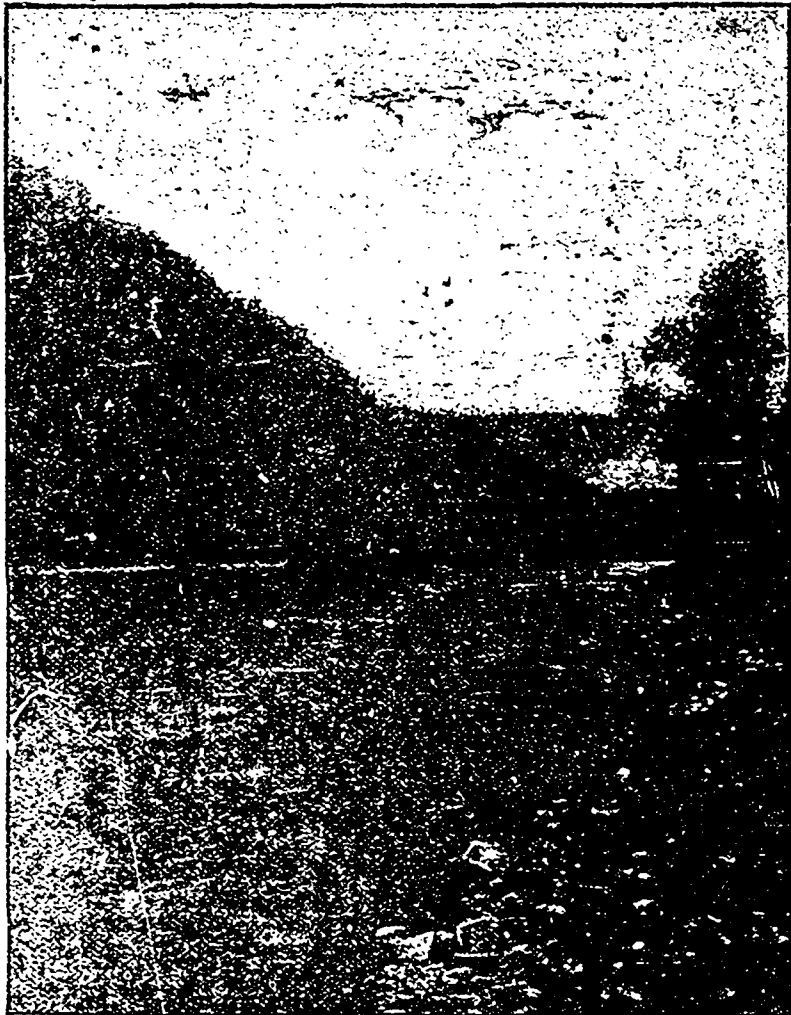
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The Intercolonial Railway of Canada.

THE construction of the Intercolonial, and the connection of the Upper and Lower Provinces by a direct line of railway, has of late years opened up a new route for the tourists as well as the man of business. Each year its advantages are becoming better known, and each season sees an increase in the tide of tourist travel upon it. Leaving Quebec, this road takes its course along the south shore of the lower St. Lawrence. Here the picturesque French villages, the lordly river dotted with sails, and the bold and often beautiful scenery of the shore combine to make the beginning of an ever varying panorama of which the eye never wearies. Beyond lies the Metapedia valley, the Switzerland of this country, with its mountains of green and its 'musical waters' where the Salmon have their home. Entering New Brunswick, skirting the shores of that vast and tranquil natural harbour, the Baie des Chaleurs, the traveller is borne rapidly onward, through the famed valley of the Miramichi, thence to Moncton, the headquarters of the Intercolonial. From this place one may either go direct to St. John through a settled and beautiful country or continue on to Point du Chene, cross the Strait to Prince Edward Island, 'the garden of the gulf,' or straight on to Halifax, the capital of Nova



MARSHALL'S GULCH, RESTIGOUCHE RIVER.

Looking towards Cross Point on the Intercolonial Railway.

Scotia. The scenery en route to the latter place is varied by hill and dale, lake and stream, with towns and villages in which the evidences of prosperity and plenty meet the eye at every point. At Halifax, with its splendid harbour, yachting and boating, ships of war, naval and military attractions, its fortifications, beautiful public gardens, royal park, delightful Bedford basin, its delicious and stimulating sea air from the Atlantic, its sea-shore and inland drives, its bathing in pure sea water on smooth and sunny beaches, its peaceful and enchanting North-West Arm, one may spend day after day of genuine pleasure, and return to his home, invigorated, refreshed, and fitted anew for the routine of daily life. Pictou, with its views of land and sea, its ships and its mines; Cape Breton dotted with delightful summer resorts, incomparable for their rare beauty and attractiveness, ideal spots in which the pleasure and health seekers will find needed rest and change.

The glories of Cape Breton and the sunsets on the North-West Arm are scenes that will ever hold a sweet spot in the memory. Historic Louisburg,

Copies of this Monthly are circulated in Nova Scotia, P. E. Island, Cape Breton, and New Brunswick by I. C. Railway Co. each month.

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Dry Goods and Millinery :- :- Wholesale

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CREAM TARTAR. **PURE**

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Their celebrated ALES and Superior PORTER always ready, in Hogsheads, half Hogsheads, and smaller Packages. Also, in Bottle, QUARTS and PINTS, packed when required in BARRELS, each containing four dozen quarts or eight dozen pints.

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Dealers in all kinds of Engineering Supplies Machinery, Repairs and General Jobbing.
HALIFAX, NOVA SCOTIA.

or Sydney, with its coal mines reaching far into the earth, may all be visited with pleasure and profit.

To the sportsman, the Intercolonial opens up a land in which he need never lack for occupation. In all the numerous rivers which the railway intersects are trout to be had, often of extraordinary size and quality.

SOMETHING ABOUT EXCURSIONS.

America is a land of humorists, and the exceeding humor of its people shines forth in their habits of life. Life was made to be enjoyed, and they enjoy it whether the sun shines or not. Not that they are an idle people, for they are notoriously the reverse, but that they pass through ordeals which would test even the jollity of Mark Tapley, and profess themselves delighted amid their afflictions. In other words, a man of business will work hard for ten or eleven months of the year, and then, with the idea that he needs rest and recreation, will put himself and his family through a course of sprouts fearful to contemplate. This course of sprouts is humourously termed a fashionable pleasure excursion. It consists in a season of preparation and packing, of setting forth 'to join the innumerable caravan,' and of several weeks of wretched unrest amid the dust, heat, crush and confusion of some popular resort where it is the correct thing for everyone to go. There is no little humor in all this. They seek freedom from restraint, and go to a vortex of fashion; they seek quiet, and are mingled in a Babel; they seek rest, and at the close of each day are ready to drop with fatigue. Gasping amid crowds on the hottest days, packed in overflowing hotels during the sultry nights, swindled by huckmen, bored by guides, pestered by humbugs, tormented by flies—crushed, wilted, worried, driven half mad—they, with infinite humor, term all this pleasure!

Amid such a scene, while lying half stifled in a small, but high-priced cell, near the eaves of some large but well crowded hotel, the weary traveller kicks the drapery of his couch from around him and lies down to troubled dreams. Amid them come visions of a land which lies by the sea, and is fanned by cooling breezes from the ocean. In this land are green hills, shady groves and fertile valleys. From the distant mountains the crystal brooks come leaping with the music of gladness, and join with noble rivers in whose clear waters dwell lordly salmon and scarce less lordly trout. Near at hand are forests, as yet so little disturbed that the moose, caribou and bear now and again visit the farm-yards of the adjacent settlements and gaze in bewildered surprise at the man whose hand is raised to slay them. Along the shore, for hundreds of miles, lie land-locked harbours where even the frail bark canoe may float in safety, yet upon the waters of the ocean; and upon the smooth sand beaches of which even a child may venture into the buoyant salt-water and fear not. In this country is scenery at times of sweet pastoral simplicity; at times of sublime grandeur. It is a land where civilization has made its way, and yet not marred the beauty of Nature. It is a country where the traveller sated with an excess of conventional 'excursions' will find much that is novel, much that will charm, and much that will ever remain to him as a sweet remembrance of a pleasant clime.

'Ah!' sighs the dreamer, 'would that such a lot were mine. Such places there may be, but where are they? My guide books tell me not of them. To find them one must abandon the comforts of daily life, go far beyond reach of daily mails and telegrams, become isolated from the busy world, and live hundreds of miles from the confines of civilization.'

Not so. You have perhaps been down the St. Lawrence as far as Quebec, from which, as the *Ultima Thule* of your excursion, you returned to your home. Take your map and trace that line which leads from Quebec down the St. Lawrence, across to New Brunswick, and down its coast to Nova Scotia, where it ends at the city of Halifax. To the east and west arms reach out to Pictou, Sydney, and St. John, and another branch traverses Prince Edward Island. This is the Intercolonial Railway—'The People's Railway'—one of the most substantially constructed and best equipped lines in the world. It runs through hundreds of miles of just such a country as has been mentioned. Pleasure and sport may be enjoyed in numberless places and yet the traveller will be within the reach of daily mails and the telegraph, and may live like a prince at a very moderate outlay. It is the land for which you have sighed; try it and be convinced.

For something more about excursions see *Intercolonial Railway Guide Book*, furnished free on application.

THE CITY OF QUEBEC.—THE NORTHERN TERMINUS OF THE INTERCOLONIAL RAILWAY.

It is wholly a matter of choice as to what point is chosen by the traveller for his entrance into this region which has so much in store for him. All roads lead to it; but, if coming from the west or south, after having seen the great cities, and the vast resources of the Upper Provinces, he will begin at the beginning and start at a point of which the name and fame have reached to every quarter of the globe.

It is a restful place, and fitting point from which to enter upon a land which offers rest. It is unique among the cities of the continent. Could one forget

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Fishing Tackle, Imported and Domestic Cigars,
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Wheels repaired promptly at moderate prices.
When you are in the city leave your wheel with
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All Work guaranteed. Correspondence solicited.

his past and live only in the thought of his surroundings, he might imagine himself dropped down in some corner of Europe. To him who has come from the busy cities of the south and west, everything is strange and new. Other places anticipate the future; Quebec clings fondly to the past. It is well that it should be so, for, in this practical and prosaic age, but few cities retain the halo of romance that surrounded them in their early years. New York may afford to grow wealthy and forget New Amsterdam, but the Quebec of to-day reminds one at every turn of the Ancient Capital as it was in the centuries that are dead and gone.

The man who has read the story of Quebec, and is prone to attach a sentiment to the ancient and historic city, should have his first view from the water or opposite shore. There he will see the stronghold as it has been pictured to him and as he dreamed of it. The cliffs, the citadel, the spires, the tin roofs glistening in the sunlight,—all seem very real to him, and he longs to enter the city so rich in the legends of the past.

There is so much to be seen that only the local guides can point it out, and even they are often sadly lacking. Everywhere are monuments of a strange and eventful history. Yonder is the Basilica, or French cathedral, begun in 1647, when gay Louis XIV. was king, and the star of France shed a bright light over the eastern and western worlds. The edifice was consecrated in 1666, and with the exception of the church at St. Augustine, Florida, is the oldest on the continent. There are treasures within its walls, apart from the golden vestments and rich ornaments, some of which have been the gifts of kings. There are here rare paintings, some of them dating back to the time when French art received a new impetus under the protection of Henry IV.; and there, too, is our Saviour on the Cross, by VanDyck. In the troublesome times of France, when neither art nor religion were held sacred, faithful hands guarded these pictures and placed them beyond the reach of the vandal mob. Later, they were brought to the new world and placed within the old cathedral, and there it is fitting they should ever remain.

Let us emerge from the venerable pile into the busy street, where the bustle of the nineteenth century jars upon the ear. Just across the way is the site of the Jesuit college, founded in 1635, whence came forth the discoverer of the Mississippi river, and others whose names can never be forgotten. Among them were those brave, unselfish men, the Jesuit missionaries, who bore the cross into the trackless forest, to die amid torture, praying Heaven for the forgiveness of their savage foes.

Of a truth we tread historic ground. We are within the walls of one of the most notable cities in America—one of the most famous places in the world. There are cities which are more fair to look upon; there are some which the mere pleasure seeker esteems more highly; and there are many which have distanced it in the march of progress. There is but one Quebec,—old, quaint, and romantic,—the theatre which has witnessed some of the grandest scenes in the dramas played by nations.

WHAT IS SAID OF THE INTERCOLONIAL RAILWAY BY A DISTINGUISHED WRITER AND RECENT TRAVELLERS.

What the distinguished writer said of the magnificent St. Lawrence river, the shores of which are skirted by this popular railway:—

'There is in North America a mighty river, having its head in remote lakes, which, though many in number, are yet so great that one of them is known as the largest body of fresh water on the globe, with a flow as placid and pulseless as the great Pacific itself, yet as swift in places as the average speed of a railway train. Its waters are pure and azure hued, no matter how many turbid streams attempt to defile them. It is a river that never knew a freshet nor any drying up, no matter how great the rain or snow fall, or how severe the drought on all its thousand miles of drainage or of flow, and yet that regularly, at stated intervals, swells and ebbs within certain limits, as surely as the spring tides each year ebb and flow in the Bay of Fundy—a river so rapid and yet so placid as to enchant every traveller—so grand and yet so lovingly beautiful as to enthral every appreciative soul—which rises in a great fresh-water sea, and ends in the great Atlantic—some places sixty miles wide, at others less than a mile: a river that never has yet had a respectable history, nor scarcely more than an occasional artist to delineate its beauties.

'It lies for a thousand miles, between two great nations, yet neglected by both, though neither could be as great without it; a river as grand as the La Plata, as picturesque as the Rhine, as pure as the lakes of Switzerland. Need we say that this wonderful stream is the St. Lawrence, the noblest, the purest, most enchanting river on all God's beautiful earth.'

What recent travellers have said:—

'It has decidedly the advantage from the standpoint of picturesqueness. It skirts—and I only refer to the through route—the shores of the beautiful Baie des Chaleurs—following for miles the curves of the bay, each bend revealing a scene of ever changing beauty. Leaving the sea shore it follows the windings of the Restigouche and Metapedia, and dashes wildly along an overhanging declivity with the foam-crested waters of the rushing river below.

(Continued on Page 12).

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—IMPORTERS OF—

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AND LAMP GOODS.

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Specialty. Extra value in China Tea
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Commercial Travellers, Tourists, and Visitors to the Maritime Provinces, stopping at Windsor, will find this Hotel offers superior advantages, being centrally located and in close proximity to Railway Depot and public buildings.

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READ what our American Guests and American Papers say about

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"At the Queen Hotel on Hollis Street, of which A. B. Sheraton is Manager, the American guest is sure to find all things to his taste; and this hotel, by the way, is the most delightful of places to make one's headquarters while in Halifax. It should be said, that on all sides Mr. Sheraton is credited with setting the standard of hotels in the Province, and the Queen stands as a sample of his managerial ability. He has paid particular attention to the service, and it is excellent. The most essential feature, cleanliness, is noted by every guest. The Queen is located in the business portion of the city, within two blocks of the waterfront. From the Boston Evening Transcript.

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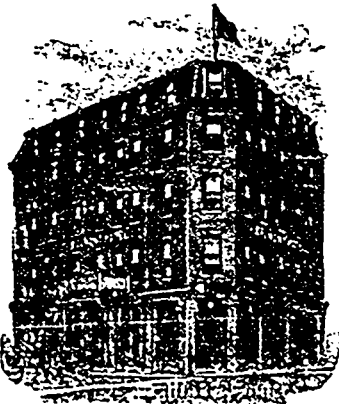
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Leave Plant wharf, Halifax, every Wednesday at 8 a. m. From Savannah pier, North Side Lewis wharf, Boston, every Saturday at noon.

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Passengers arriving at Halifax by evening trains may go directly on board steamers. Through tickets for sale and baggage checked from stations of Intercolonial Railway.

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During the short time the "GRAND" has been open it has earned for itself the reputation of being one of the three best Houses in Canada. Lord Aberdeen, who with Lady Aberdeen and Suite, was entertained at the "Grand" last summer, spoke of the House and the service in the most flattering terms.

Circulars containing full information may be obtained, and Rooms secured in advance, on application to the Manager as above. A copy of "Beautiful Nova Scotia," an elegantly illustrated Guide Book to this Province, will be mailed for 10 cts. in stamps. — THE GRAND HOTEL CO. (Limited), Proprietor, L. E. BAKER, President. A. W. EAKINS, Sec.-Treas.

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CLOTHESWASHED AND ROUGH DRIED
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Your patronage is solicited. All Ladies'
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Physicians' Prescriptions carefully com-
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cheapest in the Valley. A full line always
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&c. &c.**P. G. MELANSON,**WATCHES, CLOCKS, JEWELRY
SILVERWARE, SPECTACLES, ETC.
Repairing neatly and promptly
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Clothing & Hall—FOR BEST VALUE IN—
CUSTOM-MADE CLOTHING, AMERICAN
FASHIONS MONTHLY.Suits to Order from \$12.00 to \$30.00. Also leader
in Gents' Furnishings.**A. M. KING, Proprietor.****ANNAPOLIS ROYAL DRUG STORE**ANNAPOLIS ROYAL, N.S.
Near to Royal Station and Post Wharf.
DEALERS IN DRUGS AND PERFUMES,Toilet Articles, Views of Old Fort and District,
Indian Work, Souvenirs of Annapolis, Choice
Chocolates, Pipes, Tobaccos and Cigars, and
Stationery.**A. B. ATLEE, Manager.**

LOCAL + COLUMN.

Notices in this column 25 cents a line each insertion. All matter must be sent in not
later than the 15th of each month. See third page of this paper.Ho— 'I don't see as much of you in town as I did at the sea-shore.' Sho
(blushing)— 'Well, I should hope not.'Go to GORDON & KEITH'S, Halifax, for Furniture. Largest stock in Hal-
ifax to select from.A New York woman has introduced 'corsets for the ankles.' The idea!
Next thing we know some person will bring out bustles for the neck.

J. CORNELIUS, Halifax, has a fine line of Souvenir Spoons.

HALIFAX CYCLE Co. are offering bargains in Bicycles.

There are some men who are like blank cartridges. They make just as
much noise as the other kind, but they don't have any effect.

BARNSTEAD & SUTHERLAND are offering great inducements in Dry Goods.

BUCKLEY BROS., Halifax, are selling lots of Sponges. Why? Because
they sell the best and cheapest.'Do make yourselves at home, ladies,' said Mrs. Smith to her visitors, 'I
am home myself and sincerely wish you all were.'

R. T. LEPIRE, watch repairing a specialty, and guaranteed.

JOHN KELLY, Halifax, can easily say he sells the best Harness for the least
money of any man in Canada.What's the difference between kissing a young lady and making cider?
(One you have to squeeze before you can get cider, and the other you have to
cider (side her) before you can squeeze her.)L. HIGGINS & Co., Halifax, have the newest styles of footwear. Call and
see them before buying.'My name is Somerset,' writes a punster. 'I am a miserable bachelor. I
cannot marry; for how could I prevail on any young lady possessed of the
slightest notion of delicacy to turn a Somerset.'MILLER BROS. are in their new store with a large line of best makes Pianos
and Organs selling at rock bottom prices.A young gentleman wishes to know which is proper to say on leaving a
young lady friend after a late call—good night or good evening? Never tell a
lie, young man, say good morning.MARTIN YOUNG is carrying a large line of Paper Hangings. Now is the
time to select.'What do you ask for that?' enquired an old man of a pretty girl in a
fancy warehouse. 'Three dollars' she answered. 'Ain't you a little dear?' he
said. 'Well,' she replied, 'all the young men tell me so.'

See CLAYTON & SONS' card on 3rd page.

'The last link is broken,' the fellow said, when he kissed his girl goodbye
forever, at her request, because her parents wished a dissolution. A few days
after he received a note, saying, 'Dear George, there are plenty more links,
come and break them.'

HATTIE & MYLES will soon be in their new store cor Sackville and Hollis.

Old Mrs. B. came to town last week on an excursion, and when she was
asked why she was in such a hurry to leave, she replied, 'I've got to; you see
how I came in on an exertion train, and my ticket perspires to-night.'If you are thinking of buying a Billiard Table write to E. L. ETHIER & Co.,
Montreal. See card on another page.Henry Ward Beecher said, 'Cleanliness is next to Godliness.' So go to
JOHN LEWIS, 140 Hollis Street.'Have you any raw oysters?' asked a newly-wedded countryman of the
waiter. 'Yes, sir; how many will you have?' 'How many had I better get,
Miranda?' he said, turning to the bride. 'Well, I dunno, John,' she replied,
blushing becomingly; 'but I feel 's though I could eat a hull can.'

Pictures by electric light. A. R. COGSWELL & Co, Halifax.

If you want a Rubber Stamp of any description order from the New HALI-
FAX RUBBER STAMP Co., telephone 948, and we will call and show you sam-
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you the lowest prices, and guarantee satisfaction or no pay.

THE QUEEN HOTEL, Halifax, gets a large share of the travelling public.

Strong-minded Wife—'Eh, Jeames, you are great on languages; what is
the difference between exported and transported?' Submissive Husband—
'Why, my dear, if you should go the East Indies you would be exported, and
I—well, I should be transported.'

DILLON BROS. carry a large and fine stock of Groceries

A young mother, travelling with her infant child, writes the following letter
to her husband at home: 'We are doing first-rate, and enjoying ourselves very
much. We are in fine health. The boy can crawl about on all fours. Hoping
that the same can be said of you, I remain, etc., FANNY.'

If you want a sign painted go to HARRISON BROS., Halifax.

'Did he pop the question last night?' eagerly asked the mother as the
daughter came down late for breakfast. 'No, not quite.' 'What did he say?'
'Why, he squeezed my hand twice, and said he believed that I would make
some man an excellent wife if the fellow had sense enough to take me so far
that you couldn't visit me more than once in twenty years.'

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Tuition to all Students. With equipment for
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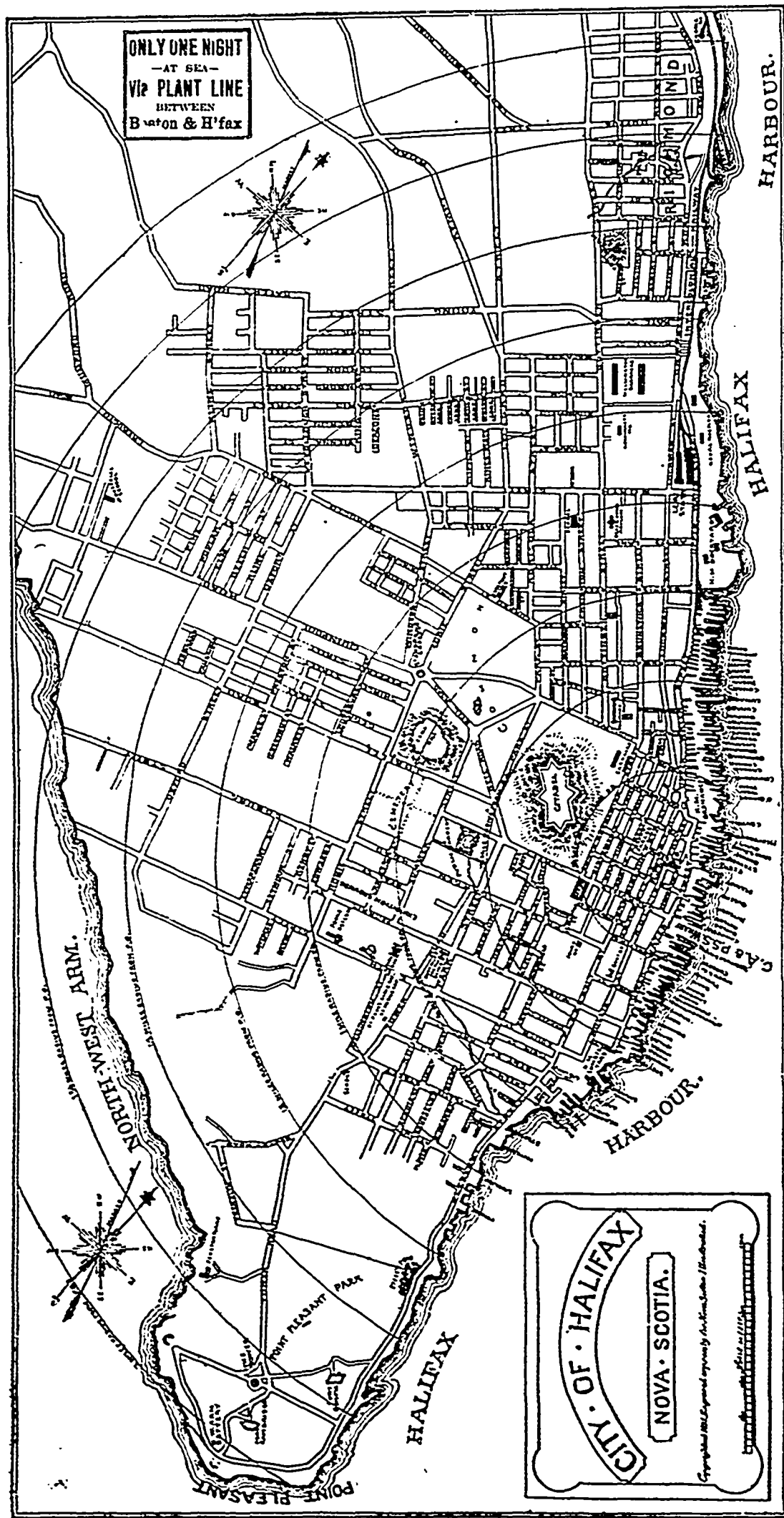
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NOVA SCOTIA ILLUSTRATED.

ODDS AND ENDS



Natural selection—the best umbrella in the rack.

A centre of gravity—the man who never smiles.
A jail-bird has no wings at all, but he gets there just the same.

Customer—Is this meat dear? Butcher—Nein. Id vas sheep.

Why does charity begin at home? Much of it is too weak to get out.

Beauty is only skin-deep, but it will get a seat in the horse-car every time.

Wher does a hen resemble an old tramp in ambush? When she is laying for you.

To the pert laundry maid
His bill he d not paid.
'What wouldst thou,' he cried, 'tell to me'
And he straightway hied,
When she quickly replied,
'I am washing and waiting for thee.'

Tommy (at the beach)—What are the mild waves saying, mamma?
Mamma—I'm sure I don't know.
Tommy—Well, I do. They're saying they wish little Tommy Jinks would come in swimming,

Wife—How did you get along while I was away?
Husband—I kept house for about ten days, and then I went to a hotel.
A hotel? Why didn't you go on keeping house?
Couldn't. All the dishes were dirty.

An Irish peasant brought a litter of kittens to a Protestant vicar in a certain town in County Wicklow, requesting him to purchase them. The vicar refused. 'Your riverance, they are good Protestant kittens,' urged Paddy, but his riverance remained obdurate. A few days after the Roman Catholic priest (who had in the meantime been informed of the offer to his brother clergyman) was approached, and on his refusal to make a purchase, the would-be seller urged a sale: 'Sure, father, dear, they are good Catholic kittens.'
'But how is this man?' replied the priest. 'You said a day or two ago they were good Protestant kittens.'
'And so they were,' said the peasant, 'but heir eyes weren't opened.'

ESTABLISHED 1863

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INTERCOLONIAL RAIL

GENERAL PASSENGER TIME TABLE

HE LEARNED SOMETHING.

'Excuse me,' said the little man with the pointed chin whiskers to the man reading a paper in the seat across the aisle, 'but I've been suffering with toothache for the last hour'

'Yes, I suspected it,' was the reply.

'And I didn't know, seeing you are a drummer but that you might have something in your grip to alleviate the infernal nuisance.'

'Yes, I may have. Let's see. I have peppermint essence, laudanum, Jamaica ginger, painkiller, ammonia, alcohol and —'

'I'll try the painkiller, if you'll be so kind.'

'Yes. Wait a minute, please.'

The man of the grip opened it and took out pencil and paper and wrote a few lines and passed the paper over, with the remark :

'Sign that please. It is simply a statement that you will not hold me or my heirs financially responsible in case anything happens to you through my remedies.'

'Rather odd document, that,' said the man behind him as the chap with the toothache sat down to do his tooth.

'Well, maybe,' replied the drummer, 'but it's only a matter of prudence, after all. Three years ago down at Medina a stranger came to me on the depot platform suffering with the toothache. It was at night, and I had no remedies handy. I suggested that I tie a string around the aching tooth and pull it out, and after a little he consented.'

'And what?'

'I got a piece of fishline around that tooth, got a firm hold of the string and then told him to jump off the platform. Oh! That was a sad night for me.'

'Did the tooth come?'

'No.'

'Did the string break?'

'No. I braced myself for the shock, and he jumped, and the next thing I knew I held his head on the end of that string.'

'You don't mean that it pulled his head off?'

'I certainly do, sir. Yes pulled his head right off and left it dangling on the string. It was really no affair of mine, but got a doctor and the coroner and rode in the front hack at his funeral and used up nearly a week of my valuable time. And how was I rewarded?'

'How? Why his relatives ought to be eternal grateful to you.'

'Yes, I know, but I don't think they will be. His wife sued me for \$20,000 damages for holding the string, and after two years of lawing it I settled with her for \$3,000. That was the sort of gratitude I met with!'

'Great Scott, but you don't mean it?' gasped the man. 'Why, that was an outrage worthy of the days of Nero.'

'Yes, but I had to submit. It won't happen again, however. I'm willing to help a sufferer, but he must absolve me from all legal responsibility. I am now about to take a nip of brandy. If you will sign a paper that you took it of your own free will, and that neither you nor your heirs will hold me —'

'Thank you, but I don't care for brandy. Jewhitter — gee, but it wasn't four hours ago that I advised a man to touch up his liver with old rum, cayenne pepper and vinegar. 'Sposen it knocks the socks off'n him! Say, please excuse me won't you? We are just coming to Grafton, and I'll drop off and telegraph him to let his liver go to blazes and consult a regular doctor. I've learned something, I have, and I'll make that telegram so hot it'll set fire to half the poles on the way!'

TRAINS TO AND FROM PICTOU, MULGRAVE AND SYDNEY.

Table with columns for 'READ UP', 'STATIONS', 'READ DOWN', and 'Miles'. It lists train routes and times between Pictou, Mulgrave, and Sydney.

*Trains stop only when signalled or when there are passengers to get down.
New and Elegant Buffet Parlor Cars run on Through Express trains between Halifax and Mulgrave.

OXFORD AND PICTOU BRANCH.

Table with columns for 'Miles', 'STATIONS', 'Accommodation', and 'Miles'. It lists train routes and times between Oxford and Pictou.

GOING WEST - Halifax to Truro, Pictou, Point du Chene and St John, N.B.

Table with columns for 'READ UP', 'STATIONS', and 'Miles'. It lists train routes and times going west from Halifax to various stations.

0 345 Train from Toronto, daily, Sunday excepted. 1640 Tru Saturday excepted.
Makes connection at Moncton with Through Express for Montreal on Sundays. Through Buffet Sleeping Car from St. John's.
The 'Popular Route' for travel between the Lower Provinces.

Intercolonial Railway

DALHOUSIE BRANCH - Passengers to and from Dalhousie, Pictou and Halifax.
INDIANTOWN BRANCH - A train leaves Indian town daily at Indian town at 10:00 o'clock. These trains connect with Accommodation Trains via CHAUDIERE JUNCTION.

RAILWAY OF CANADA

TIME TABLE, in Effect APRIL, 1895.

Truro, Pictou, GOING EAST—St. John to Point du
John, N.B. Chene, Truro Pictou and Halifax

Trains from Halifax & St John | Trains from Montreal & Que-
for Montreal & Quebec | bec for St John & Quebec

Subur- ban ↑	Miles	STATIONS.	READ DOWN					READ UP			Miles	STATIONS.	READ DOWN				
			Halifax Day Express ↑	Montreal and Halifax Express ↑	Quebec and Montreal Express ↑	Sussex Express ↑	Freight ↑	Freight ↑	Accom. ↑	Day Freight ↑			Night Freight ↑	St John & Halifax Express ↑	Allan and Dominion Line Steamers between Halifax and Liverpool.		
		St. John (S.P.E.)		8 45													
		Ottawa		16 49													
		Montreal		20 40													
		Boston		19 00													
14 45	0.4	St. John (S.P.E.)	7 00	13 50	16 30	16 40	11 00										
11 32	0.8	Coldbrook	7 03			16 43	11 03										
14 39	1.2	Brockville	7 11			16 51	11 11										
14 59	1.6	Torryburn	7 15			16 54	11 14										
14 14	2.0	Riverside	7 19			16 58	11 18										
14 07	2.4	Rothsay	7 23	14 07	16 47	17 00	11 21										
13 40	2.8	Quispamsis	7 27			17 07	11 25										
13 31	3.2	Model Farm	7 36			17 11	11 29										
13 18	3.6	Nauwigewauk	7 45			17 17	11 33										
13 08	4.0	Hanpton	7 53	14 31	17 13	17 30	11 37										
		Passequoy	8 00			17 40											
		Bloomfield	8 08			17 45											
		Norton	8 15	14 55		17 53											
		Apolauk	8 23			18 14											
		Sussex dining room	8 40	15 14	17 57												
		Plumwescap	8 56			18 03											
		Penobscot	9 17			18 17											
		Anagnan	9 30	15 55	18 42												
		Petitodiac	9 40			18 52											
		Pollet River	9 51	16 11	19 02												
		Salisbury	9 58			19 08											
		Boundary Creek	10 05			19 30											
		Sussex dining room	10 25	16 35	19 30												
		Humphreys	10 30	16 40	6 50												
		Palmsoc Junction	10 35			19 15											
		Palmsoc Junction	10 45			19 25											
		Dorchester Road	11 03			19 40											
		Shediac	11 18			19 50											
		Pl. Du Chene	11 25			19 55											
		Palmsoc Junction	11 35	16 50		20 00											
		Meadow Brook	11 40	17 10		20 05											
		Calhoun	11 45	17 15		20 10											
		Memramook	11 50	17 20		20 15											
		College Bridge	11 55	17 25		20 20											
		Hockland	12 00	17 30		20 25											
		Dorchester	12 05	17 35		20 30											
		Sackville	12 10	17 40		20 35											
		Aulac	12 15	17 45		20 40											
		Amherst dining room	12 20	17 50		20 45											
		Nappan	12 25	17 55		20 50											
		Macan	12 30	18 00		20 55											
		Athol	12 35	18 05		21 00											
		Spring Hill	12 40	18 10		21 05											
		Salt Springs	12 45	18 15		21 10											
		River Philip	12 50	18 20		21 15											
		Oxford Junction	12 55	18 25		21 20											
		Thomson	13 00	18 30		21 25											
		Greenville	13 05	18 35		21 30											
		Westchester	13 10	18 40		21 35											
		Folleigh	13 15	18 45		21 40											
		Londonderry	13 20	18 50		21 45											
		East Mines	13 25	18 55		21 50											
		Belmont	13 30	19 00		21 55											
		Sussex dining room	13 35	19 05		22 00											
		Johnson	13 40	19 10		22 05											
		Brookfield	13 45	19 15		22 10											
		Alton	13 50	19 20		22 15											
		Stewiacke	13 55	19 25		22 20											
		Shubenacadie	14 00	19 30		22 25											
		Millford	14 05	19 35		22 30											
		Emmalee	14 10	19 40		22 35											
		Enfield	14 15	19 45		22 40											
		Oakfield	14 20	19 50		22 45											
		Grand Lake	14 25	19 55		22 50											
		Wellington	14 30	20 00		22 55											
		Windsor Junction	14 35	20 05		23 00											
		Rocky Lake	14 40	20 10		23 05											
		Lily Lake	14 45	20 15		23 10											
		Bedford	14 50	20 20		23 15											
		Rockingham	14 55	20 25		23 20											
		Richmond	15 00	20 30		23 25											
		Essex	15 05	20 35		23 30											

SHE CAN RUN A LOCOMOTIVE

A SOCIETY WOMAN POSSESSES THIS
- UNIQUE ACCOMPLISHMENT.

Mrs. Alfred Bishop Mason enjoys the proud distinction of being the only society woman in the United States who can take out a locomotive. She doesn't do it very often, for her husband is vice president of a southern railroad line and doesn't care to have his wife compete with his employees, but the knowledge that she has this remarkable accomplishment is a great delight to her.

From her girlhood Mrs. Mason has been interested in machinery, and it was among her youthful ambitions to be able to run a locomotive. She began by gaining the engineer's permission to sit in his cab, not doing anything but familiarizing herself with the swing and the work required for its movements. When she was able to sit with her face towards the wind, peering out into the darkness that rushed by, and half blinded by the glare from the great fires when the furnace doors swung open, she felt that she was attaining the summit of earthly greatness.

Her next lesson was learned at the whistle. Then came the bell cord, and soon these two functions were left entirely to her hands.

As a train drew up to a station in Florida, where Mrs. Mason was waiting, the engineer and fireman immediately made room for her. She knew everyone by name on the different locomotives and they all knew her. Proud was the engineer when the cab contained the wife of the vice-president.

In time she mastered the more difficult tasks, those that require nerve and skill, and she could take an engine from the Atlantic to the Gulf of Mexico.

'Tireless industry, so cultivated to become a sustained habit of life, is an evidence of character.'

Here is a remarkable case. The other day a wagonmaker who has been dumb for years picked up a hub and spoke.

Bunker—Old man, I've got a new addition to my household.

Hill (who lives in the next block)—So I hear.

A boy whose leg was repaired in New York by grafting some skin from a dog complains now that his shin barks easily.

The man who found a five dollar gold piece remaining in his pocket one morning was indebted to the fact that his wife thought it was a cent.

A good name may be better than great riches, but most people would prefer to have the great riches to start with, and take their chances of getting the good name.

Census Enumerator—How many in family, Mr. Quiver? Mr. Quiver—Well, call again in an hour or two and nurse will be able to tell yer the kerreck number, see?

WINDSOR HOTEL

NEW GLASGOW, N.S.
MRS. CHARLES MCKENZIE, PROP.

Pleasantly situated, convenient to all business places, and near the Post-office.

—RATES, \$1.50 PER DAY.—

Good Sample Rooms. Free Bus to all Trains. Steamboat Landing at the door.

* Trains stop only when signalled or when there are passengers to get down.
† Runs through to St. John and Halifax Sundays.
‡ Daily.
§ Daily except Sunday.

WATCH THIS PAGE next Issue for MAP OF PROVINCES

now being Engraved by C. A. & P. S.S. Co.

STRUCK IT WRONG.

'Um! Yes! Singular!' he said as he stood at the cashier's desk in the restaurant and felt in his pockets.

'Been robbed, I suppose?' sneered the cashier.

'Perhaps. Let's see! Did I change my pantaloons?'

'Oh, of course!'

'I guess I did, and left all my money in the other pair.'

'Say, that's too old to go down here, mister! I want 60 cents.'

'Yes—yes, but you see—'

'I see a dead beat, who'll get a good kickin' if he doesn't hand over the cash!'

'Mercy, but you don't take me for a dead beat, I hope!'

'Sixty cents!'

'But I've left my money.'

'Sixty cents or you get the bounce!'

'I'll go out and borrow it.'

'Oh, no! Hand it over or the kicker will take charge of you!'

'Let's see. Did I change my clothes? Yes, I did. But—'

'No buts about it! I want sixty cents!'

'But I must have slipped some money in my hind pocket. Ah! So I did, and here it is.'

And he fished up a great wad, tossed the cashier a \$50 bill, and while waiting for his change shook hands with two bankers and drew his check for \$5,000 to settle a real estate transaction.

The cashier is still in bed, and the doctor says it is a very serious case.

Oldraik—Gad, I saw Miss de Lite fencing this morning. She had on a bloomer rig.

Newblud—That so? Is she—er—well—fixed?

Oldraik—Hardly. In fact, one could scarcely distinguish them from the foils.

Applicant—I have had considerable experience with children, ma'am, and never have any trouble in making them like me.

Mistress—That is very important.

Applicant—And I am sure I would get on with your little dog, ma'am.

Mistress (stroking the animal)—You would have nothing to do with Fido, dear little fellow. He is my especial charge.

New Minister (who has come to Hellfire Camp to replace the former Gospel dealer, who retires) Bro. Drybones, I preached my first sermon today, and when I said at the close, 'Charity and good-will on earth.' I was struck in the jaw with a tomato.

Bro. Drybones—That is promising.

New Minister—Promising!

Bro. Drybones—Certainly. I'd have starved to death here if it were not for the fruit and vegetables the boys fired at me in the pulpit.

'What makes you drink as you do?' exclaimed Mrs. Higgleton, turning to her husband who steadied himself against the door and surveyed his wife.

'Huh!'

'I asked what makes you drink as you do, that's what I said. I'm not going to stay here, that's what I'm not going to do.'

'What makes me drink as I do,' he repeated with an idiotic chuckle. 'Drink as I do, 'cause there ain't no other way to drink. How do you expect a man to drink anyhow?'

Superstitious Travellers.

A VETERAN PASSENGER CONDUCTOR TALKS OF THE WHIMS OF TOURISTS.

No one but the experienced passenger conductor knows just how whimsical and cranky the travelling public really is. A traveller may have some peculiar fad or notion when he is on the road, but he never dreams that there are thousands of others just like him, or perhaps worse. In years of experience the conductor rubs elbows with all sorts of people, and in spite of himself becomes a mind and face reader, who takes a back seat from no one except a professional.

'Yes, travellers are superstitious and cranky,' said a veteran knight of the punch, in response to a query by a reporter. 'I think the average passenger conductor deals with more oddities daily than the curio collector of a freak show. As to superstition, I think there is more of it crops out on trains than anywhere else. Last week, just as the train was ready to pull out for Chicago, a well-dressed man came out of the coach on the platform, and in an agitated manner asked me what day it was.'

'I told him it was Friday, and without another word he re-entered the coach and in a moment returned with his luggage, and by way of explanation stated that he never began a journey on Friday, and would wait until the next morning. That is only a sample. The much mooted un'ucky thirteen is perhaps the cause of more worry and inconvenience to tourists than any other sign which they deem of ill omen. I have known passengers to begin at the head of the train to see if they could find number thirteen anywhere.'

'If the engine happened to be thirteen, they would resignedly wait for the next train, and if they succeeded in finding number thirteen on any of the coaches they would hold up their hands in holy horror. I have seen passengers refuse to ride in a coach which held thirteen passengers, and if you will ask any ticket man he will tell you that of all sections in a sleeper thirteen is the most difficult to dispose of.'

'Then, aside from the superstition which prevails among the travelling public, there are countless passengers who are cranky, and if they lose a chance to kick are in a bad humor for a week afterward. They kick for a seat in the center of the coach; kick because the train goes too slow or too fast; kick because they are in a draught, or because it is too hot. And the worst of it all is that when they kick I am the individual who is called up to hear them, as if I were responsible for the whole business.'

'About the only time when some fellows don't kick is when they are on their honeymoons. Everything goes on as smoothly as if it had been ordered so, but let the same men ride on the same train five years later and the chances are they'll kick themselves into exhaustion. —(Exchange) from *Our Home*.

'Christmas comes but once a year,'

'Twas wisdom that so planned it;

If it came oftener, we fear

No pocketbook could stand it.

A Greenhorn's Experience in Chicago.

'Well?' queried Sergeant Bendall yesterday, as Carl Dunder entered the Woolbridge street station for the first time in three weeks.

'I vhas gone to Chicago and back,' replied the visitor with pride in his tones.

'Is that possible? Did you take a guardian along?'

'Sergeant, vhas I some green-horns?'

'The biggest one I ever saw.'

'Vhell, maybe dot vhas so. Maybe I vhas green like some grass, and maybe I know how to come in when she rains. When I go so far as Niles an old man comes in der car und says vhas I Carl Dunder? I vhas. All right. Say, Mr. Dunder, here vas a big telegram from your wife. Don't be excited. Maybe your house vhas on fire, and maybe she likes you to do some errand in Chicago. Keep cool und be prepared. Der sharge it vhas twelve shillings.'

'I'll bet it was a bogus dispatch.'

'Vhell!'

'And you got caught!'

'Vhell, I take along some bogus silver dot Shake takes in from der boys, und I gif him the bad half-dollars. He vhas in a great hurry to go, bur I see him pooty soon aguin. He comes by der car window und runs his tongue out at me und says he can lick me in two minutes. Dot dispatch vhas all blank paper. Maybe I vhas so soft as pumpkins, eh, sergeant?'

'You did well. Anything else?'

'When I goes into Chicago I meet a very nice gentleman, but I don't know him. He knows me. Vhas I Carl Dunder? I vhas. Dot vhas good. He like to tell me that I draw a prize in some lottery.'

'That's the old bunko game and you bit, of course?'

'Vhell, if I draws some money I like to get him, don't I?'

'Of course.'

'Und I have to go along?'

'Certainly.'

'Vhell, we don't go more ash two hlocks pefore we meet a policemans, und I grab dot barty und lay him on his back, und gif him avhay for some bunko. Der officer takes him avhay und makes it hot for him. Vhas I some cabbagehead?'

'I guess not. Anything else?'

'Vhell, when I vhas coming home, und shust before we vhas in Detroit, somepody picks my pocket.'

'I thought it would end that way. How much did you lose?'

'Lose? I don't lose nothings. I takes out all my money und writes on a shlip of paper, 'How vhas sheest-nuts?' und der man who got him comes around pooty soon und says if he lives to tousand years he vhill knock me out. I vhas only an old Dutchmans, sergeant, und I vhas so green der cows bite at me, but maybe I goes to Chicago und back und don't get lost—eh!'

Mr. Tellet—Another good man gone wrong.

Mrs. Tellet—Dear me; who this time, Edwin?

Mr. T.—Rev. Mr. Hammertongs, our own pastor.

Mrs. T.—Oh, Edwin! Wh—what has he done?

Mr. T.—Took the up-train this morning instead of the down; got a little confused, you know.

ARKANSAW LIMNINGS.

None but de po' despiso de rich. Dars one great disadvantage dat de right black 'oman labors un'er. She can't blush.

It ain't de quickees' motion man dat's got de mos' energy. De hoss-fly can zip aroun' faster den de honey bee, but he doan' las' nigh so long.

Eben among de animals a kind ack is recollected longer den a mean one. A dog may forgit a place whar somebody kicked him, but he neber forgits de place whar somebody gin him a piece ob meat.

De evil in a man's face is plainer den de good. We sometimes see a glass filled wid water, so clear dat it looks like dar ain't nuth'n thar, but put muddy water in de same glass an' its mighty plain.

De pusson what tries ter make more money den his neighbors, will always fine somebody what had got a leetle more money den he has. I don't keer how fas' a man walks along de road he'll constantly see scmebody jes' ahead ob him.

'Say,' exclaimed a hotel guest, calling the attention of an urbane waiter, 'this is a terrible deal you are giving me in the way of butter.'

'It's slightly off color, isn't it?' inquired the waiter.

'I should say it was.'

'Rancid?'

'You bet.'

'Strong?'

'Strong as a mule.'

'And fearfully frowy?'

'Worst I ever saw in my life.'

'Yes, well that proves it's genuine butter, don't it? If it was oleomargarine there wouldn't be nothing the matter with it. There is considerable difference now a-days between churn butter and painted tallow.'

SOMETHING ABOUT HALIFAX.

OPINIONS OF VISITORS WHO HAVE GONE THERE AND BEEN CONQUERED.

There is a city by the sea,
Where all may troublous care relax,
For everything moves tranquilly
In that old place called Halifax.

The name recalls the vanished days of yore,
When Granville schemed in vain an unjust tax,
But some loved freedom less, the old flag
And sailed away for Halifax.

While here the colonies with the mother strove,
They fled away, deploring these attacks,
And gave up liberty for love
Beneath the fort of Halifax.

And light their children find their chains to-day,
And soft their fetters are and lax
For Britain o'er their hearts holds loving sway
In gay and martial Halifax.

O grim and smoky city of the north,
In whose fair annals treason leaves no tracks!
On her loved country's foes would death
Belch forth
From iron-throated Halifax.

Yet in her parks the children laugh and play,
With bluest eyes and Saxon hair of flax,
And maids and matrons go their quiet way
Among the homes of Halifax.

And through her streets the soldiers stalk about,
With heads erect, and straight their scar-backs,
From iron men-o'-war the sailors shout,
Yet peace abides in Halifax.

So come away, the winds blow from the west,
The steamer sails and late the hours wax;
There hurry never comes, and sorrows rest
In Halifax, calm Halifax.

YOU WANT



An Umbrella,

A Leather Satchel,



A Scotch Travelling Wrap,

A Fur Garment,

A Silk Dress,



A Toney Wool Dress,

A Bit of Velvet, Silk or

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STEAMBOAT WHARF, YARMOUTH, N.S.

H. B. PLANT, ESQ.

Railroad and Steamship Magnate.

In another column we publish a picture of H. B. Plant, the well-known Railroad and Steamship magnate of the United States. From the interest which Mr. Plant has taken in Nova Scotia as a summer resort it is fitting that we should give his picture for our first issue. Mr. Plant occupies the position of President of the Canada Atlantic & Plant Steamship Co. of Halifax, but is more generally known as the President and creator of the famous "Plant System." It is only eight years ago that H. B. Plant added to his large transportation business, including the Southern Express Co. and several Railroads in the South and especially in Florida, the Steamship Line which has become so popular between Florida and Cuba. Within two years this active steamship magnate has established a line of first-class steamships, especially fitted for tourists in summer, between Boston, Halifax and Charlottetown, which service is intended to supply the wants of traffic between these ports and providing for the large number of his patrons in Florida who seek the cool ocean breezes of summer in the East. Mr. Plant is just as active in the development and improvement of these two ocean steam routes as he was years ago. Few men of Mr. Plant's wealth and successful business prominence would have cared to extend their business so far to the eastward, but a desire to communicate with foreign territory at South Western and Eastern points of the United States by first class steamers prompted the large outlay of capital which bids fair to be remunerative to himself and a great benefit to the public.

The management of the Canada Atlantic & Plant S. S. Co, which includes the Nova Scotia and Prince Edward Island business with the fine steamships "Olivet", "Halifax" and "Florida", Mr. Plant has intrusted to his only son Mr. M. F. Plant who is vice-president of the Canada Atlantic & Plant Steamship Co. We give an outline of

THE PLANT SYSTEM.

A Combine of railways and steamships commencing at New York and extending through South Carolina, Georgia, Florida, and Alabama, with a steamship line from Port Tampa to Cuba, and steamer lines on the West coast of Florida and the Manatee river is denominated the "Plant System." The "system" takes its name from its president and creator, Mr. H. B. Plant, of New York, president also of the Plant Investment Co. and the Southern express Co. It is said that Mr. Plant does not possess any of the modern railway "wrecker;" his investments in these properties were for their actual intrinsic value, with a view to increase that value by improvement and extension, and each year has marked that improvement and extension steadily. It is a long story from Mr. Plant's purchase of the old Atlantic & Gulf railroad to the first landing of a plant liner in the harbor of Havana—too long to tell, but it is one of interest to every tourist in the most delightful region of winter travel in all this broad land. But he that knew the region as it was, and knows it as now, knows the story without its telling, and must rise up and call him blessed who created the difference between "the then" and "the now."

The Plant system is not a system of railways and steamers only, but a system of attractions from where its rails commence at New York, to where its steamers drop their anchors in the harbors at Havana and Jamaica, attractions not only in the luxurious compartments of its vestibule trains of palace cars, and in the cozy staterooms of its ships, but in the magnificence of the hotels at the most prominent resorts on the line, which are under the same direction, management and ownership.

The Plant management has not established this first class line of pleasure travel, and left its patrons to the tender mercies of an independent hotel management, but has brought some of Florida's best hotels under the same general direction that has so signalized the success of its railways and steamships, so that the tourist who has found an excellence on board may expect the same when he disembarks.

The establishment of the All-the-year-round Pullman car lines between New York and Tampa, passing Jacksonville, Palatka, Sanford and Winter Park, and the other prominent resorts of Florida, with a similar service from Cincinnati, Louisville, Nashville, and St. Louis is somewhat ancient history, but remains a fact of to-day that thus early in the season an additional Florida train has been put on from New York and the East, and there are extra cars on almost every train from the West.

The magnificent "Florida special," that finest of Pullman vestibuled trains, is an established luxury that the American tourist now looks upon as a necessity. At first the special was only a tri-weekly service, but so great was the rush last season that it was made a daily. Besides the elegance of its appointments the train has an additional attraction in its rapid transit—only one night on the road between New York and Jacksonville and St. Augustine.

(To be continued.)

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CONDENSED TIME-TABLE BETWEEN
Intercolonial Railway Points

Prince Edward Island Railway

The Intercolonial Railway.

AND -
NEW ENGLAND CITIES,
Via Charlotta Junction and
Quebec Central Railway.

WINTER TIME-TABLE
READ DOWN. READ UP.

(Continued from page 8.)

Table with columns for P.M., A.M., STATIONS, and P.M., A.M. listing various stations like Levis, Harlaku Jet, Benace Jet, etc.

Table with columns for P.M., A.M., STATIONS, and P.M., A.M. listing stations like Charlottetown, Royalty Junction, North Westshire, etc.

Approaching a chasm it darts across an iron causeway setting aside the barriers of nature - here are towering hills, looking to-day, despite a garment of snow, dark and threatening, but to-morrow the buds upon countless trees will be the harbingers of a luxuriant summer's foliage. Away to the north speeds the train until it reaches the shores of the mighty St. Lawrence, where every mile presents an ever-changing panorama of river scenery. Many railroads, more talked about, possess far less charms than the Intercolonial. It is not a tid-bit of scenic picturesqueness here and there - such as has served to make the fortune in tourist travel of many a railroad; but a constant presentation of such scenery until it culminates in the magnificent view which suddenly breaks upon the sight as the tourist approaches the ancient capital of Canada. The Isle of Orleans in the centre of the river with a wide stretch of water on either side; the towering heights of Montmorenci with the mighty falls tumbling into the still mightier St. Lawrence; the ancient city of Quebec with its myriad of tin roofs reflecting the dazzling sunlight; the towering height capped by the historic citadel which still holds the key of the St. Lawrence; the plains of Abraham beyond, whereon was fought that mighty battle upon which the fate of the continent depended; the majestic river bearing upon its bosom not merely a crowd of pleasure crafts, but a merchant fleet gathered from all nations, command universal admiration.

The seasons come and go with their noticeable changes, but none are more perceptible than those to be seen while travelling over the Intercolonial Railway of Canada. This railway furnishes to the general traveller all the comforts and conveniences of modern invention, while the pleasure-seeker, fisherman, and sportsman find few if any equals. Its summer resorts and places of interest are quite numerous, as it penetrates that portion of Quebec and the Maritime Provinces so noted for game of all kinds in great abundance. Quebec, old, quaint and romantic - noted for its ancient structures as well as modern improvements, is on the line of this road. The traveller in his journey over this famous route for hundreds of miles intersects with an abundance of noted rivers, cascades, cataracts and scenery of vast and romantic beauty, such as cannot be found anywhere else - not even in the great Yosemite Valley of our western country. The hotels which furnish homes for tourists or business men, are accord to none, their tables laden with fish, game, and everything the appetite can crave. The dyspeptics and invalids cannot find elsewhere the health restoratives that nature supplies in the forests and fields of these Provinces. The traveller over this great line of road is brought to the proud old city of Quebec, one of the most noted in the world, and here has an opportunity to visit the Heights of Abraham, where the great battle between the French under Montcalm and the British under Gen. Wolfe occurred, in which both commanders were killed. No more delightful or interesting trip could be taken, as it passes through a land rich in the materials of history, romance and poetry. The line of road connects the famous cities of Quebec, St. John, and Halifax, passing through a great many other historical points of which we have not made mention. The management of this colossal thoroughfare has been such as to place it beyond criticism. Its patrons receive such attention as to warrant their implicit faith in the road.

Be sure your Ticket reads via QUEBEC CENTRAL RAILWAY. Trains run on Eastern Standard Time.

Nova Scotia Central Railway

THE SHORT ROUTE VIA MIDDLETON TO BRIDGEWATER AND LUNENBURG

Table with columns for READ DOWN, STATIONS, READ UP, and various time slots (Mon., Wed., Thurs., & Sat., Daily, etc.) listing stations like Lunenburg, Mulhove, Blockhouse, etc.

It is owned by the Government of Canada, its road-bed ranks amongst the highest on the continent, and its passenger equipment is unsurpassed.

It traverses a country of great natural beauty with a climate equable and exhilarating. Pure air, splendid sea bathing, and a panorama of delightful views. It follows the south shore of the majestic St. Lawrence river, thence through the famous lake, mountain and valley region of the Metapedia and Restigouche rivers, thus affording tourists a view of the most magnificent waterway and picturesque scenery in the world.

Many of the famous summer resorts of North America are on or reached by the Intercolonial, among them being the noted watering places, Murray Bay, Riviere du Loup, Cacouna, (here will be found the well-known and popular summer hotel, 'The St. Lawrence Hall'), Bic, Little Metis, and Dalhousie, where persons desirous of enjoying fishing and sea-bathing may find and indulge in the same to their heart's content.

No other route in America presents to tourists, pleasure-seekers and invalids so many unrivalled attractions. Passengers can take the Intercolonial Railway train to Riviere du Loup, and from thence a steamer will convey them to the Saguenay river, unrivalled for its beauty and grandeur of natural scenery, affording twenty-eight miles of a sail across the St. Lawrence to the North Shore.

The Intercolonial Railway, the short line between Quebec, St. John, Halifax, and Sydney, is the only direct line to Prince Edward Island, 'the garden of the Gulf of St. Lawrence,' and Cape Breton, with its world-renowned Bras d'Or Lakes, rivalling in their classic beauty the lakes of Switzerland or the more natural beauty and sentimental grandeur of the Irish Lakes of Killarney.

The Intercolonial Railway makes special low rates, and thus affords tourists an opportunity of making a tour which will be indelibly impressed upon their memory and prove a thing of beauty and a joy forever. Sportsmen will find the rivers, lakes and woods along the Intercolonial unequalled.

Cumberland Railway

CONNECTS WITH THE EVANGELINE NAVIGATION CO. FOR KINGSPORT.

Table with columns for READ DOWN, STATIONS, READ UP, and various time slots (Daily, Sunday, etc.) listing stations like Parr-boro, Lakeland, Newville, etc.

* At Stations marked with a * Trains stop only when signalled or when there are passengers to set down.
At SPRINGHILL JUNCTION connection is made with the Express Trains of the Intercolonial Railway for PRINCE EDWARD ISLAND via Point du Chene to Summerside, or via Picton to Charlottetown; and for CAPE BRETON via Mulgrave to the Bras d'Or Lakes.

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HALIFAX, N.S.

Seen With An Author's Eye.

GEORGE B. PERRY, a widely-known Newspaper Writer, Author of "Corporal Bruce of the Balacava Six Hundred," "Uncle Peter's Trust," published by Harper; "On Board the Boadicea, or, The Voyage of an Atlantic Freighter," now running in the Boys' Own Paper, London, G. B., and other Interesting Stories, Entertainingly Describes a Vacation Spent in Halifax, Nova Scotia.

Halifax has the prime attraction to the tourist of being unique in its character. This, though one may not always confess it, is the strongest moving force for the casual traveller. If on a brief vacation let it be to those places which will present some features other than those on which our eyes have been daily directed, and around which our business or our mental activities have centered. I am not at all sure that everyone will agree with me in this desire for absolute change, but that I carry the majority with me I am persuaded. And this majority cannot better satisfy the desire for something strange than by taking a trip to the capital of Nova Scotia.

Let us see just what it offers to the sightseer. The visitor from the United States will, perhaps, miss all the evidences of prosperity that are attested by fresh white painted frame houses, or massive structures of stone or brick that tower above bustling haunts of money-grabbing merchants. Truth to tell, there is little of either. Halifax is dingy, and can easily be distanced by many a city in the United States of half its size in all matters of paint and push.

But 'paint and push' is the normal condition; Halifax is abnormal. In its gray—not to say shabby—suggestiveness of an antiquity which does not really belong to it, it yet is not less picturesque to the eye of an artist. There will arise a strong suspicion in the mind of the visitor that the prevailing dinginess is a deep-laid scheme of the Halifaxians, who keep it as a background to show off the bright flashes of scarlet that alternate with the more sober tints of civilian raiment and make a street scene in Halifax unlike that of any other city on the American continent, as indeed it is.

Halifax is rich in historic memory. One does not need to stand long on the corner of any one of its streets to feel this—if he has any historic faculty or any memory of heroic deeds within him. Down the street come a pair of jaunty 'Tommy Atkinses,' representatives of the famous old 17th (now the Leicestershire) Regiment, and custodians—though they scarcely seem to appreciate it—of a long line of martial deeds and of a military peerage of the highest kind. Their regiment carries the royal motto of the Order of the Garter (Honi soi qui mal y pense) and they bear on their buttocks and badges the Royal Tiger within a laurel wreath and the word Hindostan with star on their jaunty Glengarry cap. Time was when they were nicknamed the Bengal Tigers, and the 'Lily-whites' because of their white facings. Theirs is a record from 1688, of fights in Flanders and under the Dutch William, and they can tell -- for it is fair to presume they have read of their own regimental history -- of the capture of Louisburg, in which the old 17th took a brave part. They could also tell of the 'Reduction of the Havannah,' as the old-style histories call it, but these two would probably care to reduce Havannah in less deadly fashion to-day. They might tell also of their part in the war of Independence -- no regiment in the service has less cause to be ashamed of its record therein than the 17th, though they formed part of the force which surrendered at Yorktown. In the West Indies, in the East, in Afghanistan, in the Crimea, in the Afghan war of 1879 -- 80, and in other affairs not enumerated, the 17th has had a more than usually honorable share. All these things perhaps Tommy Atkins of the red coat knows, but, tell it not in Gath! perhaps he'd barter the whole reputation, lock, stock and barrel, for a good square drink. He has a natural thirst for glory and other things—especially the other things -- and there is often an abyssal depth between his desires and his possibilities, for the daily pay of one of Her Britannic Majesty's privates is not computed at an extravagant rate.

To the stranger within the gates Tommy is a feature of Halifax. He lends color and life to its dinginess; he brings to the American Continent the flavor of Aldershot, of Plymouth, of Devonport, of Woolwich, of Portsmouth, and he is probably as ready and willing to do his duty as any of his predecessors in the famous old corps of which he is a part.

Tommy's brother Jack is also at home in Halifax. Captain Marryatt has many a kindly word that American readers of his sea stories will remember of port, and the old town is full of affectionate memories of the British navy. March, 1892, saw the end of the life of the father of the British navy, Sir Provo Parry Wallis, over a century old, whose life began here, and whose proud fortune it was to bring into his native place the captured Chesapeake, he having command of the gallant frigate Shannon, which had vindicated the record of the navy against antagonists who had more than once lowered its proud colors. Old men still creep among us who saw that day, though the actors have all gone. You can hear of the honors paid to the brave Lawrence, and the first stone that greets the visitor as he enters the old St. Paul's cemetery marks the place of repose of British seamen killed in that memorable fight.

And this reminds me that the authorities of Halifax should beg or borrow

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MILLS, Penobscot, N.B.

money enough to fit up that historic spot. It is not creditable that it should be so neglected.

Truth to tell, Halifax is for beauty of situation unsurpassed, though its magnificent harbor is a revelation to the visitor as he approaches it in the good steamer that bears its name—and is staunch, and true, and worthy of it—yet all these have been so often spoken of that one may fear vain repetition.

The genial Captain Rowland Hill will tell you—not just as he is entering, for he is all eyes for the ship's course and is properly unapproachable till the vessel is in her dock—that the place is deemed impregnable to naval attack. The average visitor who sees the York Redoubt, the fortified islands even, may be inclined to be sceptical, but in the matter of fortifications Halifax does not 'put all its goods in the shop window.' One needs sharp eyes, and still sharper knowledge to trace batteries on all sides of him. They are not obtrusive just now. Perhaps once or twice a year, when a naval attack (sham of course) is practised, guns belch forth from innocent looking hillocks and low-lying places where few would suspect their presence, and torpedoes raise their torrents of water in just the unsuspected spots—all destined to show that the vessels of an enemy would have a very bad quarter of an hour before they could reach Her Majesty's dockyard, or do any material damage to the *Laces* and *Penates* of Haligonian homes.

Peaceful tourists will delight in these martial mysteries; others will care for the many pleasant drives and walks around; for the skirting of the shores of the famed Bedford Basin and a glance down through its clear waters at the remains of that hapless French fleet which was entrapped therein, and sank ingloriously beneath its waters, or they may like—as indeed they needs must like—the quiet beauty of the Northwest Arm, which reaches around as if to take the old city under its care; or they can climb the Citadel Hill and find at their feet one of the grandest prospects on which the eye can rest.

There is much to delight and detain the visitor in Halifax. It grows upon him. The soldiery with their smart uniforms; the natty, proud non-commissioned officer; his superiors, those who bear Her Majesty's commission, from the humble lieutenant to the commanding general who affects the Halifax Club, around whose hospitable doors are generally seen suggestions of high military life; the old Province House with its portraits of Nova Scotia's heroes, as of Williams, the brave defenders of Kars, of Inglis, who held back the seething tide of mutiny and murder at Lucknow, and of others scarcely less distinguished. All these things and many more attract and hold the stranger.

From here, too, the visitor can most conveniently start for that further and most delightful pilgrimage to the Land of Evangeline; to Cape Breton, to old Louisberg, to the beautiful Bras d'Or, and to many another spot beloved of the artist and the health seeker. But such is my wretched taste that I like to lounge about Halifax, and renew my old-time studies of 'Tommy Atkins' and of his brother Jack, who wears the blue of the Royal Navy.

Tommy and Jack are not perfect. Haligonians have been known to hint that they are occasionally wicked; but I am free to confess that I never altogether liked the 'perfect man,' and never 'beheld the upright' without being dazzled a little by the exuberant display. I confess to being a little fond of the weaknesses of human nature, which perhaps explains why I consent to remain on good terms with myself.

I know of no better cure for the blues, no cheaper, handier or easier method of getting novelty and recreation of mind and body than by a trip in the 'Halifax' to her home port. If you are so fortunate as to find that Captain Hill—who inherits the title once given to Hawkins, of the 'Compleat Seaman,' and, therefore, 'compleat' gentleman—is blessed with fine weather, no better travelling companion can be desired. He is master of his ship and of himself, and he is never better pleased than when he is making some one else as happy as he invariably is.

GEORGE B. PERRY.

Always go to Halifax and other points in the Maritime Province, via the Canada-Atlantic Line Steamers, sailing from the Savannah Dock, Boston, and Noble's Wharf, Halifax. Consult daily papers for dates of sailing, or write for information concerning rates of passage, round-trip excursion rates, etc., to H. L. CHIPMAN, General Agent, Noble's Wharf, Halifax, N. S.; RICHARDSON & BARNARD, Agents, 20 Atlantic Avenue, Boston.

Wanted a Husband.

A good joke was recently played on the girls of a certain American town by the young men there. The boys had been rather remiss in their attentions to the young ladies, and had been "staggering" it to the theatre, parties, etc., until the girls got tired of being left out in the cold, and decided to show their independence. Consequently eight of the girls hired a box at the theatre, and made a very charming theatre party. The play was "Wanted a Husband," and the girls sat serene through it all, never dreaming that the wicked boys had taken one of the largest flaring posters, "Wanted a Husband," and fastened it around the box so that the audience might read

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Oil with Hypophosphites is one of the
most reliable, and of great value in all
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By no other route can the tourist and traveller reach so many delightful summer resorts, and certainly no other affords such varied and picturesque scenery as that traversed by the Quebec Central Railway and its connections. The beautiful lakes and rivers of the Eastern Townships on the line of this railway, and the no less beautiful scenery on the lines of its connections, will beguile the weary traveller from present thought and care, and fill 'Memory's Hall' with many impressions to which he will gladly revert in less sunny moments.

Leaving Quebec by ferry, the tourist will enjoy a most charming view of the ancient city, so famous in song and story. Rev. George M. Grant, in 'Picturesque Canada,' describes it thus:—

'Passing slowly across from shore to shore, the striking features of the city and its surroundings came gradually into view, in a manner doubly enchanting if it happens to be a soft, misty summer morning. At first, the dim huge mass of the rock and citadel -- seemingly one grand fortification -- absorbs the attention, then the details come out, one after another. The firm lines of rampart and bastion, the shelving outlines of the rock, Dufferin Terrace with its light pavilions, the slope of Mountain Hill, the Grand Battery, the conspicuous pile of Laval University, the dark, serried mass of houses clustering along the foot of the rocks and rising up the gentler incline into which these fall away, the busy quays, the boats steaming in and out from their wharves, all impress the stranger with the most distinctive aspects of Quebec.'

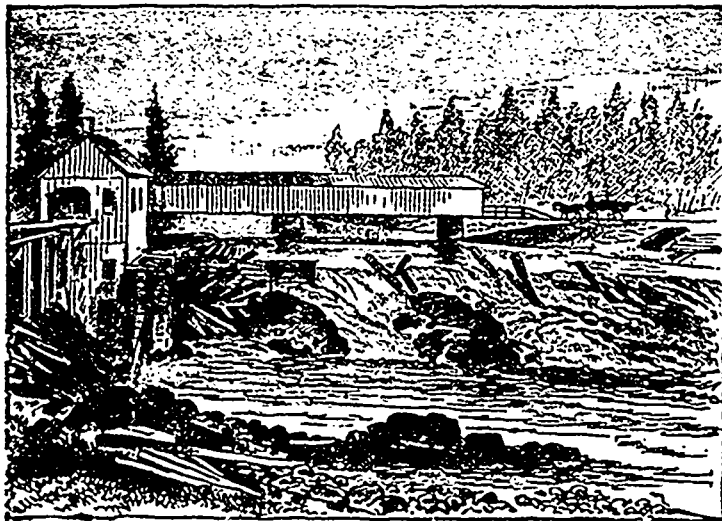
Dr. Prosper Bender, of Boston, in his 'Old and New Canada,' sketches the scene from the windows of the Chateau St. Louis--which was destroyed by fire in January, 1834, and occupied the site of the present Durham Terrace-- as follows:—



'The commanding views of the St. Lawrence from the Chateau and environs have been appreciated ever since the earliest days. The French and English governors, however in viting the pleasures of the table, could offer their guests a more exquisite treat in the contemplation of the noble panorama visible from that exalted position. * * * * The great mountain fortress, the citadel and stronghold of British power in America, on the right, and the majestic St. Lawrence, stretching with a magnificent sweep between its lofty banks, on its

seaward course, formed a splendid spectacle

'Especially attractive would be Point Levi heights, covered by an almost unbroken forest. Their summits, which even overtop Cape Diamond, were occupied by Wolfe and his troops in 1759, and from thence the city was bombarded; and again in 1775, they were held by Arnold with his New England volunteers. * * *



BULL'S HEAD FALLS, NEAR D'ISRAELI, ON LINE OF QUEBEC CENTRAL.

'Looking north, the eye would be fascinated by the graceful bay formed by the river to meet the descending waters of the St. Charles, which here mingle
(To be continued in our next.)

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Trains leaving Halifax at 12.20 o'clock and
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18.30 o'clock, next day, and Ottawa at 12.30
o'clock and Toronto at 7.15 o'clock following
morning, where close connections are also
made for all Western Canada and United
States Points.

Train leaving Halifax at 6.50 arrives at
St. John at 15.50, runs through to Montreal,
arriving there at 8.20 next morning, Ottawa
at 13.30, Toronto at 19.25 same evening. This
train leaving Halifax on Saturday runs
through.

Connection is also made at Quebec (by
ferry) with Canadian Pacific Railway for
Montreal, Ottawa, Toronto, and all C. P.
Railway and U. S. Western Points.

Express train from Montreal and Lewis
(Quebec), Saturdays, for Halifax and St.
John, and express trains from Halifax and
St. John for Lewis (Quebec) and Montreal,
Saturdays, will run to destination Sunday.

Passengers for Pictou and the east will
leave Halifax at 7.20 by Through Express
Train, and change cars at Truro.

Express train from Pictou at 12.25 o'clock
connects at Truro with express for Halifax
at 15.50, and with express for St. John and
Quebec at 14.55.

The 5.50 Accommodation train from Pic-
tou connects at Truro with express trains
for St. John and Halifax.

At Windsor Junction with trains of the
Dominion Atlantic Railway for Windsor,
Wolfville, Kentville, Annapolis and Yar-
mouth.

At Sydney with the Sydney and Louis-
bourg Railway.

At Ferron Junction with trains of the
New Glasgow Iron, Coal, and Railway Com-
pany for Springville, Bridgeville, St. Paul
and Sunny Brea.

Trains of the Cumberland Railway Com-
pany connect at Spring Hill Junction, to
and from Parrsboro, with day express trains
to and from Halifax and St. John.

At Macean trains of the Joggins Railway
connect with day express trains from St.
John and Halifax.

At Sackville day express train leaving
St. John at 7.00 connects with N. B. & P. E.
Island Railway for Cape Tormentine.

Connections are made at Painssee to and
from Point du Chene and Shelburne with
through day express trains leaving Halifax
at 6.50 and 7.20, and St. John at 7.00, to and
from St. John and Halifax.

Trains of the Salisbury and Harvey Rail-
way connect at Sackville.

Trains of the Elgin and Havelock Branch
Railway connect at Pettitcodiac.

At Hampton and Norton with Central
Railway of New Brunswick.

A free colonist sleeper for St. John is on
the train leaving Moncton at 20.00 o'clock,
and passengers have the privilege of occu-
pying this car over night.

At St. John station with trains of the Cana-
dian Pacific Railway for Fredericton,
Woodstock, Houlton, St. Andrews, St. Ste-
phen, Montreal, Ottawa, Toronto, and all
Western Canada and United States Points;
also with "New England All-Rail Line"
for Bangor, Portland, Boston and New
York.

Trains of the Kent Northern Railway con-
nect at Kent Junction with Accommodation
trains leaving Campbellton at 5.45 and
Moncton at 16.30.

At Chatham Junction with trains of the
Canada Eastern Railway for Chatham and
Fredericton.

At Gloucester Junction with the Caraquet
Railway.

At Riviere du Loup with trains of the
Temiscoula Railway.

At Lewis day express from Halifax con-
nects with trains of the Quebec Central
Railway for Sherbrooke and Boston.

Time of, and connections with, foreign
lines not guaranteed.

PRINCE EDWARD ISLAND.

Day express leaving Halifax at 7.20
o'clock, connects at Truro at 9.45 with local
express for Pictou, where connection is
made daily (Sundays excepted) with steamers
of the Charlottetown Steam Navigation
Company for Charlottetown.

Day express leaving St. John at 7.00
o'clock connects at Painssee Junction with
train for Point du Chene, where connection
is made daily (Sundays excepted) with
steamers of the Charlottetown Steam Navi-
gation Company to and from Summerside
and Charlottetown and all P. E. I. Railway
points.

Connections are made at Painssee Junction
to and from Point du Chene and Shelburne
with through day express trains to and
from St. John and Halifax, leaving St. John
at 7.00 o'clock and Halifax at 6.50 and 7.20.

EASTERN NOVA SCOTIA AND CAPE BRETON ISLAND.

Express train leaving Halifax at 7.20 con-
nects at Truro with local express for Pictou,
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Passengers leaving Sydney at 4.00 o'clock
arrive in Halifax at 18.15 and in St. John
21.00 same evening, connecting at St. John
with trains of the "All Rail Line," and
with Intercolonial steamers for Boston and
all points in eastern United States, New
York, etc.

At Mulgrave (during navigation, weather

permitting) with steamer Rimouski, on
Mondays and Fridays for Arichat and
Canso, Tuesdays and Thursdays for Port
Hood, Wednesdays and Saturdays for Guys-
to.

At Antigonish, stage from Sherbrooke
connects daily with express trains to and
from New Glasgow and Halifax.

At Heatherton, stage from Guysboro con-
nects daily with express trains to and from
New Glasgow and Halifax.

At Hastings, stage connects daily with
ferry steamer to and from Port Hood and
Mabou.

At Grand Narrows steamer to and from
Baie de Cobeconnie connects with express train mor-
ning and evening daily (Sundays excepted).

STAGE CONNECTIONS.

At Amherst with tri-weekly stages for
Linden and Pictou.

A Shubenacadie with stages daily for
Maitland, Gay's River and Musquodobit,
tri-weekly for Sheet Harbour, and on Satur-
days for Kennetcook and Noel.

At Hopewell with Stewart's stage line for
Springville, Bridgeville, St. Paul, Upper and
Lower Caldonia, Smithfield and Melrose.

At Truro, daily with stages for Chiton,
Black Lake, and Maitland, and tri-weekly
for Earlton, and West Branch River John.

At Londonderry with stages for Acadia,
Iron Mines, Great Village, Economy and
Five Islands.

At Shelburne with stages to and from Co-
canso and Buctouche.

At Harecourt with stages for Richibucto,
Kingston and other places on north shore.

At Newcastle with tri-weekly stages for
Red Bank and Whitneyville.

The Intercolonial Railway is un-
equalled for comfort and safety in its
passenger train equipment.

Baggage checked to all points in
Canada and principal points in United
States.

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eign lines not guaranteed.

Sleeping cars leave Halifax and Montreal
daily (Sundays excepted), and run through
between these points via Lewis without
change. Passengers from St. John for Que-
bec and Montreal take sleeping car at
Moncton. Saturday trains leaving Halifax,
St. John and Montreal run through via
Lewis to destination on Sunday, arriving in
Halifax at 13.30, St. John at 10.30 and Mon-
real at 19.00.

Fine upholstered Colonists' Sleeping Cars
are on Halifax, Quebec and Montreal
through trains leaving Halifax at 12.20 and
Montreal at 7.50.

Through sleeping cars run on express
trains between Halifax, St. John and Mon-
real, leaving Halifax daily (Sundays excepted)
and Montreal daily (Saturdays excepted)
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Young Lady—One way to keep a
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two inches for? Customer—A boil,
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Cumso—Did you notice McEeters
prominent cheekbones? Faegle—I
did not notice the bones particularly,
but I noticed his prominent cheek.

Squidig—I have a suggestion to
make in regard to the political fence.
McSwilligan—Well? Squidig—The
suggestion is that it be built of barbed
wire. There is too much sitting on it
now.

He—I thought the bride and groom
were going to start right off on their
wedding trip, instead of waiting.

She—They were. But she had to
change her wedding dress for a travel-
ing gown, and they didn't get started
until the next day.

The biggest carload of shingles ever
shipped east was sent out of Washing-
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56 ARGYLE ST., HALIFAX.
Telephone—Day, 387. Night, 383.

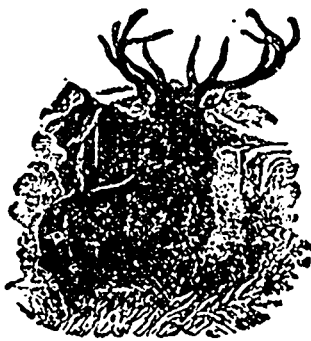
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Guns and Ammunition.

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Birds and Animals stuffed.



GAME LAWS OF NOVA SCOTIA.

MOOSE AND CARIBOU.

Close season from January 15th to September 15th. Penalty for hunting in close season \$50 to \$200.
No person shall kill more than two moose and four caribou. Penalty \$50 to \$200.
Meat must be taken from the woods within ten days from time of killing. Penalty \$50 to \$200.
No person shall have in possession any green hide or fresh meat, whether killed in Nova Scotia or elsewhere, between January 23rd and September 14th. Penalty \$20 to \$50.
No person shall set any snare or trap for moose or caribou. Possession of a snare is presumptive evidence of intention to break the law. Penalty \$50 to \$100.
No person shall hunt or kill moose or caribou with dogs. Penalty \$50 to \$100. All dogs hunting moose may be destroyed by any person.
No person shall for ten years hunt or kill American elk or red deer. Penalty \$50 to \$100.
No person shall for three years hunt or kill any cow moose. Penalty \$100 to \$200.

BIRDS

Close season for partridge, woodcock, grouse, snipe, teal, from December 1st to September 15th. For blue winged duck, from April 1st to September 15th.
No person shall have any such birds in possession in close season, whether killed in Nova Scotia or elsewhere.
No person shall kill woodcock between sunset and sunrise.
Penalty for shooting or having in possession in close season, or killing after sunset, \$5 to \$10 for each bird.

PHEASANTS, ETC.

It is unlawful to hunt, kill, or have in possession any pheasant, blackcock, capercaillie or partridge.

HABBITS, HARES.

Close season from March 1st to September 1st.
No person shall have them in possession from March 5th to September 1st.
No snares shall be set for rabbits or hares in close season.
Clear space of 100 feet must be left between each hedge and the nearest hedge. All snares or hedges unlawfully set may be destroyed. Penalty for each offence \$2.

OTTER AND BEAVER.

Close season for three years, namely from May 1st, 1891, to May, 1st, 1897.

MINK.

Close season from March 1st to November 1st.

OTHER FUR-BEARING ANIMALS.

Close season for all other fur-bearing animals, except bear, wolf, loupevier, wildcat, skunk, musquash, raccoon, and fox, from April 1st to November 1st.

LICENSES.

No person not domiciled in Nova Scotia shall hunt without license.
License fee for birds, hares, and rabbits, \$10; for all other game, \$20.
Licenses may be had at Provincial Secretary's office, Halifax, from all clerks of counties, and from the agents of the Game Society in various parts of the Province.
License fee for officers of army and navy on this station, \$3. Such officers who are members of Game Society are not required to take any license.
Penalty for hunting without license, \$50 to \$100, in addition to the license fee.
The hunter, guide, or companion of any such person hunting without license is liable to the same fine as the person himself.

Note.—Whenever a fine is imposed by the game laws, the person fined is liable to imprisonment if the fine is not paid; and judgment may be recovered in the county courts for amount of fine and costs, and may be recorded, so as to bind the lands of the defendant.

EXPORT OF HIDES, ETC.

Unlawful to export Moose or Caribou hides from Nova Scotia. Any hides attempted to be exported shall be forfeited. Penalty—\$5 for each hide. Unlawful to export Partridge or Woodcock. Penalty—\$20.

FISH.

Salmon.—Close season from August 15th to March 1st, except that Salmon may be fished for with the fly alone from February 1st to August 15th. From low water nearest 6 o'clock p. m. of every Saturday to low water nearest 6 a. m. of every Monday, no

one shall fish for Salmon in non-tidal waters. The use of nets is prohibited in non-tidal waters.

In non-tidal waters frequented by Salmon, no one shall fish for any kind of fish between 9 o'clock p. m. of every Saturday and 6 o'clock a. m. of the following Monday. Drifting and dipping for Salmon is prohibited. Penalty for breach of foregoing provisions, \$20 for each offence.

Trout, etc.—Unlawful to fish for or to have in possession any Speckled Trout (*Salvelinus fontinalis*), Lake Trout, or land-locked Salmon, between 1st October and 1st April.

Unlawful to fish for Trout by any other means than angling with hook and line. Penalty for breach of foregoing provisions, \$20 for each offence.

Explosives.—The use of explosives to kill any kind of fish is prohibited under a penalty of \$20.

Bass.—Close season from 1st March to 1st October, except that Bass may be fished for at all times by angling with hook and line. Bass should not be fished for by any net having meshes of a less size than 6 inches, extension measure, nor by means of seines. Penalty, \$20.

Shad and Gasperaux.—Close season for Shad and Gasperaux shall be from sunset on Friday evening to sunrise on Monday morning in each week. Penalty, \$20.

By a late amendment to the Game Laws, agents of the Society are appointed in various places in the Province, where non-residents are likely to arrive, for the purpose of selling licenses, and of generally carrying out the law.

GEORGE PIERS,
Secretary Game Society

Halifax, July 25th, 1891.

HACKNEY CARRIAGE FARES.

The following is the lawful charge for carriage hire at Halifax:—

For each person for any distance up to a mile, 25c.; 1 1/2 miles, 30c.; 2 miles, 40c.; 2 1/2 miles, 45c.; 3 miles, 50c. Half rates to be paid if returning in the same carriage; for every 15 minutes after the first fifteen, 15 cents extra is allowed.

If you desire to hire a carriage by the hour you must state so at the time. The charges are: For a one-horse carriage, 75c. per hour; for a two-horse carriage, \$1.00. Every fraction of an hour in like proportion. To or from any steamer, to or from any hotel or dwelling house to any stage office, railway station or other place (with half cwt. luggage), 50c. Every additional half cwt. luggage 10c. additional. And in like proportion for other distances and additional luggage.

Children under one year ride free; over one year and under twelve, half fare.

For employment during the night, between twelve midnight and six a. m. during the summer, the fare must be agreed on, not however to exceed double fare.

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Harness.

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(SUBJECT TO CHANGE WITHOUT NOTICE.)

First-class and round trip tickets include
berth in cabin.
Stateroom berths, \$1.50 and \$2.00 each.
Children between four and twelve, half
fare.

Second class includes sleeping accommoda-
tion on steamer and 2nd class on Inter-
Ry. Holders of 2nd class tickets cannot
purchase staterooms.

TO AND FROM BOSTON.	First Class	2nd Class	Round Trip
Amherst	\$ 8 75	\$ 6 75	\$14 50
Antigonish	10 25	8 25	17 50
Athol	8 85	6 75	14 60
Belmont	8 85	6 75	14 60
Brookfield	8 00	6 75	14 45
Charlottetown via Pic- tou and Halifax	9 50	8 75	16 25
Debert	8 85	6 75	14 60
East Mines	8 85	6 75	14 60
Elmsdale	7 00	6 75	13 35
Folleigh	8 85	6 75	14 60
Glongarry	9 00	7 10	15 50
Greenville	8 85	6 75	14 60
Grand Narrows	11 75	9 50	18 60
HALIFAX	7 00	5 50	12 00
Harbour au Bouche	11 00	8 60	17 75
Heatherton	10 60	8 45	17 45
Hopewell	9 00	7 20	15 50
Iona	11 75	9 50	18 60
Leitch's Creek	12 00	9 85	18 75
Londonderry	8 85	6 75	14 60
Maccan	8 85	6 75	14 60
Merigonish	9 40	7 65	16 10
Mulgrave	11 00	8 80	17 75
McIntyre's Lake	11 30	9 05	18 20
New Glasgow	9 00	7 25	15 50
North Sydney	12 00	9 85	18 75
Oranodale	11 50	9 35	18 50
Oxford	8 95	6 75	14 80
Pictou	9 00	7 35	15 50
Point Tupper	11 10	8 40	17 90
River John	9 00	7 30	15 50
Riversdale	9 00	6 75	15 25
Shubenacadie	8 20	6 75	13 80
Stellarton	9 00	7 30	15 50
Springhill	8 85	6 75	14 60
Stewiacke	8 35	6 75	14 05
Sydney	12 00	9 25	18 75
Tatamagouche	9 00	7 20	15 35
Tenandale	10 80	8 50	17 45
Truro	8 85	6 75	14 60
Thomson	14 00	6 75	8 30
Wallace	9 00	6 95	15 50
Wentworth	8 85	6 75	14 60
West Bay Road	11 50	9 15	18 45
West River	9 00	6 90	15 50
Westville	9 00	7 30	15 50

Through tickets to Boston, Gloucester
and New York, for sale at stations of Inter-
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checked to all points in the United States
and Canada by all railway and steamship
lines beyond Boston, at Steamship Office,
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Intercolonial Railway.

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ington st.; L. H. Palmer, 3 Old
State House; W. H. Eaves, 201
Washington st.; T. Cook & Son,
332 Washington st.; Raymond &
Whitcomb, 296 Washington street.
- Baltimore, Md., J. B. Andrews, 205 East
German street.
- Bridgeport, Conn., L. H. Lyon, Franklin
Block.
- Brockton, Mass., Oscar Calkins, 106 Main
street; A. B. Butnam.
- Buffalo, N. Y., Walter Hurd, Barnum's
Ticket Office.
- Fall River, Mass., W. T. Stevens.
- Fitchburg, Mass., F. C. Currier, 145 Main st.
- Gardiner, Mass., G. Perry, Agent Fitch-
burg Railroad.
- Gloucester, Mass., E. C. Lano; Abbott Coffin,
Agent Gloucester Boat.
- Hartford, Conn., W. W. Jacobs & Co., 293
Main street.
- Haverhill, Mass., Daniel Hooke & Sons.
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- Lowell, Mass., Murphy's, 8 Appleton street.
- Lynn, Mass., Waldo Thompson & Son, 12
Central square.
- Montreal, Canada, J. McConiff, Windsor
hotel; H. G. Elliott, 136 St. James
st.; W. D. O'Brien, 143 St. James
st.; W. F. Egg, 266 St. James st.
- New Bedford, Mass., A. M. Rogers, 188
Acushnet avenue.
- New Haven, Conn., Peck & Bishop, 702
Chapel street.
- New London, Conn., F. H. Parmelee, Main
street.
- New York, N. Y., J. D. Hashagen, 261
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261 Broadway; Henry Gaze & Sons,
115 Broadway; Raymond & Whit-
comb, 31 East 14th street.
- Pawtucket, R. I., Fred Hayward.
- Philadelphia, Penn., J. M. Clement, 13
South Third street.
- Plymouth, Mass., C. F. Hayden.
- Portland, Me., W. D. Buck, 272 Middle st.

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Crescent street.

Washington, D. C., A. L. Reed, 600 Pennsylv-
ania avenue.

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street.

Through tickets have been placed on sale
by the various railroad and steamboat lines
at all principal points. These tickets pro-
vide for transfer of passengers and baggage
from depots in Boston to steamer's wharf,
and baggage may be checked through.
Tickets can also be obtained from all agents
of the Intercolonial Railway in Nova Scotia
and Cape Breton; the agent of the Coastal
Steam Packet Company at Bridgewater,
N. S.; the agent of the Lunenburg and Hal-
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For rates, folders, and further information
write Richardson & Barvard, agents, 20 At-
lantic avenue, Boston; H. L. Chipman,
agent for Canada, Plant wharf, Halifax.

Distance from Boston to Halifax.

The following table of distances be-
tween different points on the trip from
Boston to Halifax, or vice versa, will
be of interest to all passengers by the
Canada-Atlantic steamer HALIFAX
and the Plant Line steamer OLIVETTE.

Lewis Wharf to Boston Light	8
Boston Light to Cape Ann	17
Cape Ann to Seal Island	208
Seal Island to Cape Sable	17
Cape Sable to Baccaro	7
Baccaro to Negro Island	7
Negro Island to Shelburne	7
Shelburne to Gull Rock	7
Gull Rock to Little Hope Island	14
Little Hope Island to Liverpool	16
Liverpool to Ironbound Island	16
Ironbound Island to Cross Island	7
Cross Island to Sambro	14
Sambro to Chebucto Head	6
Chebucto Head to York Redoubt	4
York Redoubt to Plant Wharf	4

Total distance from wharf in Boston
to wharf in Halifax 320

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Who I'm sure will like its "leaders,"
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And my wife thinks it "oceans of fun."
But this is what's breaking my heart:
The machine must be paid for by one.

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Lankskin—A broad? Why, you
fool, you, I never measured mor'n
twenty inches, waist measure, in mo
life.

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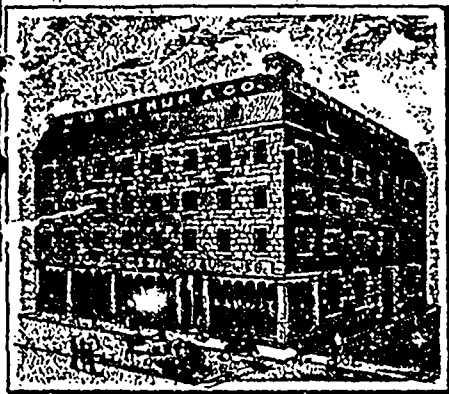
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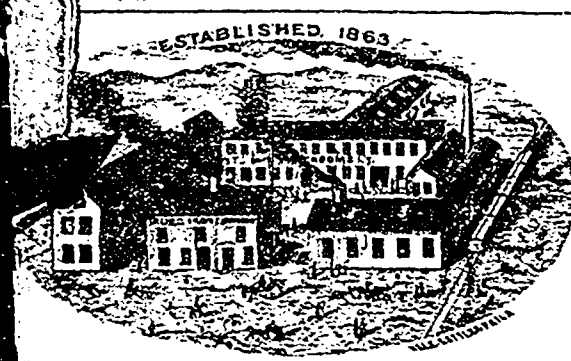
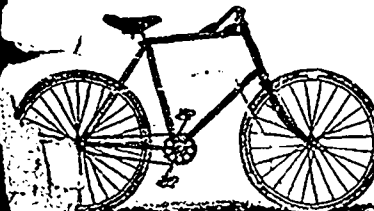
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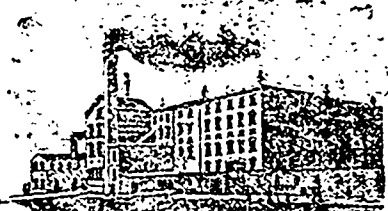
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 KLUB SODA, a fine Drink of a full rich
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 If your Stock is low just write for Prices. **Wholesale Only,**

AGRICULTURAL PURSUITS

In the Lower Provinces.

ONE does not see many fine farms during the first few hours from Quebec towards the so-called Lower Provinces, but this is not because the country generally is barren, but because the railway does not pass through the best farming districts. There is good farming country, some of it well farmed, along the St. Lawrence down through Bonaventure and along the Baie des Chaleurs. The people here, until lately, paid too much attention to other things, but the acreage under cultivation is yearly increasing, and what is more to the purpose the cultivation is more careful and systematic.

This country is pierced by rivers, and these streams afford fine fishing. But the presence of these rivers also means large tracts of the very finest agricultural lands, whose soil is deep and rich. The farmer who settles on these bottom lands and pays attention to his business is sure to become an independent citizen. There are in northern New Brunswick and eastern Quebec thousands of square miles of virgin soil as rich as a western prairie, and after the first timber is cleared away as easy to handle. The presence of timber is sometimes regarded as a hindrance, but it is more likely to be a blessing, for the Eastern farmer never fears a coal famine. His country is not subject to the destructive floods, and still more troublesome droughts of the treeless plains. He has beside him the raw materials for his buildings and his fences, and lives amid the agreeable variety of scenery which is more than half the charm of rural life.

The shores of the tidal rivers which are reached at Moncton are a greater source of wealth than the alluvial lands on the fresh water streams. The soil of these marshes is practically inexhaustible. If it should show signs of failure the dykes which keep out the salt water may be cut, and the tide soon covers the land with a coat of top dressing, which makes it better than ever. The dykes mostly on the Meuramouche, Petitcodiac and Saguenay, the Amherst and Nappan and Miramichi marshes, and those near Truro, and those on the other side of the Basin of Minas, in Kings and Hants Counties, are simply inexhaustible. They are almost entirely in hay, and as they require no fertilizing they afford the means to keep the neighboring upland farms in a high state of fertility. Much hay is exported for use in cities and towns and other parts of the Province, and large quantities are shipped. The owner of a block of marsh has a

portant, but the farming population numbers three persons for every two engaged in all other occupations. This is a much larger proportion than is found elsewhere in the Dominion generally or in other countries. Of the 70,000 or so of people who live on farms about two-thirds represent families, probably about 10,000 in number, who occupy over 40 acres of land, and they may be said to depend on the farm for a living. The ten or twelve thousand farmers turn out from three to four million bushels of oats, and double the quantity of potatoes annually. Though Prince Edward Island oats and oatmeal, potatoes and meats, go to all parts of Canada—which local sales are not reported in the official returns—the shipment of these articles to foreign parts, as shown by the trade tables, is very large. Of the crop of 1891, no less than 1,152,000 bushels of oats were sent abroad, nearly all to England.

About the same quantity of potatoes was shipped the previous year, and the sales were not considered large, though these roots are mainly raised for feed, and large quantities are used in the starch factories. Pork, beef and other meats are packed for shipment to other provinces, while live animals and fresh meat are sent to the mainland or exported in large quantities, considering the size of the place. This is not surprising when it is considered that more than half of the total surface of the province is under cultivation. As much as 3,000,000 bushels of potatoes and 2,000,000 bushels of oats are sometimes grown in the county of Queens, P. E. I., alone, though the population outside the city of Charlottetown is not above 35,000, of whom perhaps 25,000 are farmers, having say 5,000 farms. No county east of Lake Superior, and probably none in the United States, can make this showing.

Passing over again to the mainland we are brought by the Intercolonial through the large farming district of Central New Brunswick and into easy access of the St. John River valley, which includes great stretches of interval, flanked by fine upland in the lower basin, while farther up, in Carleton and Victoria, there are wide, level stretches of upland, the superior of which for hay and crops is hard to be found, even in the west.

The immigrant in search of land suitable for mixed farming can be satisfied in any of the Eastern Provinces if he exercises care in selection. Uncleared land may be had from Government by settlers paying the cost of surveys and performing a few days work in improving the neighboring highway. This is in New Brunswick, but the terms are equally easy in Quebec. There is little ungranted land in Nova Scotia, and none in Prince Edward Island. But improved land with buildings is always to be obtained in any of the Eastern Provinces at prices which would shock a person accustomed to English values. Good farms producing 100 bushels of hay and containing two or three hundred acres of land with excellent buildings may be purchased at from \$3,000 to \$6,000. Such an estate well managed would enable the owner to live in a considerable degree of affluence and to surround himself with all the comforts of a

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property whose value is as certain, and will yield its interest with almost as little trouble as a sheet of Government bonds.

The streams in Nova Scotia are still more numerous, though they are smaller than those of New Brunswick and Quebec. As a consequence, while there is much hill country and much rocky land, especially on the Atlantic coast, there are innumerable stretches of intervals, meadow and marsh, while sloping towards the river are areas of fine upland, almost always with timber in the immediate vicinity. Eastern Nova Scotia is likely to be the paradise of the dairyman and the sheep farmer, as the western part of the province, between the mountains, is a paradise for fruit growers.

And speaking of fruit; while the Cornwallis and Annapolis valleys and the shores of the Basin of Minas have become famous for apples, plums, peaches, peaches and other orchard products, it is claimed that other parts of the province, notably Antigonish, are almost equally deserving of fame, though they have not as yet been given the chance to win it. Quebec Province has immortalized the Fameuse apple, which nowhere else is so luscious as in its home by the St. Lawrence. Carleton county in New Brunswick has one of the finest plum orchards, if not the finest in the Dominion. But Kings, Hants and Annapolis are par excellence the country of the Gravenstein, which is by universal acceptance the greatest apple in the world.

The rapid development of fruit growing for export may be shown by the official returns of the sales from Nova Scotia. During the three years from 1875 to 1877, inclusive, 14,000 bushels of green fruit were shipped from Nova Scotia. Passing over an interval of three years we find that in 1880, 1881 and 1882 no less than 125,000 barrels were shipped. The exports for the three fiscal years ending in the spring of 1892 show the still more remarkable aggregate of 250,000 barrels. The shipment of the crop of 1892 is not included in the return. Nearly all this fruit goes to England, and includes the best variety of apples grown on the continent. It should be remembered that the fruit exporting interest is really in its infancy, and is capable of an enormous expansion, and that as yet it is nearly all earned on by two or three counties in one of the Eastern Provinces.

Nothing has yet been said about Prince Edward Island, which has frequently been described as the "Garden of Canada," or the "Garden of the Gulf." This garden plot, which has an area of 2,000 square miles, is inhabited by a population almost exclusively agricultural. The soil is less broken than elsewhere in the east, and as a rule it is more easily worked. Nowhere will one find a more comfortable class of farmers, and it would be difficult to discover an equal area in America whose aggregate agricultural product is of greater value. Taking the average of farms, large and small, it will be found that the province over there is an average of two or three horses and five or six cows to each place.

As will be shown later, the Prince Edward Island farm is very im-

portant, but the farming population numbers three persons for every two engaged in all other occupations. This is a much larger proportion than is found elsewhere in the Dominion generally or in other countries. Of the 70,000 or so of people who live on farms about two-thirds represent families, probably about 10,000 in number, who occupy over 40 acres of land, and they may be said to depend on the farm for a living. The ten or twelve thousand farmers turn out from three to four million bushels of oats, and double the quantity of potatoes annually. Though Prince Edward Island oats and oatmeal, potatoes and meats, go to all parts of Canada—which local sales are not reported in the official returns—the shipment of these articles to foreign parts, as shown by the trade tables, is very large. Of the crop of 1891, no less than 1,152,000 bushels of oats were sent abroad, nearly all to England.

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Mention has been made of the rapid development of fruit growing for export. Something might be said in this place about the still more rapid growth of another industry allied to farming. This is the co-operative dairy industry. Ten years ago there were many cheese factories in the Eastern Townships, so called, of Quebec, but there were few or none in the Lower St. Lawrence. None were reported in Prince Edward Island. In 1881 there were thirteen in Nova Scotia and four in New Brunswick. In 1891 there were a few factories in Kamouraska and neighboring counties, ten in New Brunswick, fourteen in Nova Scotia, and four in Prince Edward Island. During the season of 1892 the New Brunswick factories increased to sixteen, those of Nova Scotia remained, and a movement was set on foot in Prince Edward Island. At the beginning of the season of 1893 a number of factories sprung up in the Lower St. Lawrence. No less than twenty-three new ones were started in New Brunswick, making thirty nine in all in that Province. In Nova Scotia twenty-four were in operation, and ten new factories were put in operation in Prince Edward Island. In an area which had twenty-five factories in 1891 the seventy five in 1893. Each of these establishments circulates between \$5,000 and \$7,000 annually among the farmers. Carleton county, New Brunswick has taken the lead in cheese making hitherto. One man there, Mr. Till, and operates half a dozen or more factories. In Antigonish, Nova Scotia, Mr. L. C. Archibald introduced co-operative cheese making a few years ago, and has himself established and now operates eight factories in different parts of the county. Prof. Robertson, dairy commissioner for the Dominion, assisted by a staff of forty experts, has been instrumental in establishing cheese factories and creameries in much new ground. The Provincial Government of New Brunswick affords encouragement for the establishment of these factories, besides giving the services of its Commissioners and several experts. The Federal Government affords some assistance towards the introduction of co-operative dairying in new localities.

Other industries allied to farming are establishments for the preparation of condensed milk, whereof there are three in Nova Scotia, and factories for canning fruit and vegetables which are numerous in all the provinces, starch making, which is carried on in Prince Edward Island, New Brunswick and Quebec, meat curing which is an important business in Prince Edward Island and is carried on exclusively in several localities in Quebec, at St. John, and other parts of New Brunswick and Nova Scotia.

(Continued in our next.)