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The
South Shore
of
Nova Scotia

Liverpool Section

1907



Queen Hotel

Central Street YARMOUTH, N. S.

(Near Steamship Wharves.)

Hacks at all Boats and Trains.

**FIRST-CLASS HOUSE
AT MODERATE RATES.**

Hot and Cold Water. Electric Bells throughout.

ROBT. J. MELVIN, *Proprietor.*

PREFACE.

This Booklet is written in the interests of visitors, to give true and accurate information about the South Shore of Nova Scotia, without intentional prejudice to any individual or section. At the risk of being tedious, short historical sketches have been inserted; beyond this, the author has confined himself to giving just such information as will enable an intending visitor to plan a trip and form an estimate of its cost, booking accommodations (and guides when desired) in advance.

There are probably some inaccuracies (though care has been taken to verify all statements made), and certainly many omissions, and any suggestions for improvement will be thankfully received and carefully considered with a view to a second edition.

No excuse is offered for this publication: the South Shore of Nova Scotia is designed by Nature to be the great summer resort of the North Atlantic, and now that it is no longer inaccessible—being traversed by the newly completed Halifax and S. W. Railway—the only obstacle to its development is lack of information as to its attractions, resources and accommodations.

The present work treats of Shelburne and Queens Counties; it is written impartially, and contains no statement or mention on any consideration but its merits. The author hopes later on, if this venture proves acceptable, to deal with the rest of the South Shore after the same manner.

H. BRADFORD.

Truro, N. S.

COMMUNICATIONS.

The Steamer *Senlac* was built in 1904 specially for this service. Her hull is fitted with bilge keels to diminish the roll ; she has electric light and bells, and a very powerful search-light. Passengers' quarters are all on the main and upper decks, prettily finished in white and gold, well furnished and upholstered, and with abundant supply of light and fresh air. There is a good dining-room, with large open fireplace, and the cuisine is excellent.

The *Senlac* makes one round trip every week, leaving St. John on Thursday at 6 p. m., Yarmouth Friday noon, Barrington Saturday 4 a. m., Shelburne 10 a. m., Lockeport 2 p. m., Liverpool 6 p. m., Lunenburg 12 p. m., and arriving in Halifax Sunday 8 a. m. Returning, she leaves Halifax Monday 5 p. m., reaching Lunenburg at midnight, Liverpool Tuesday 6 a. m., Lockeport 10 a. m., Shelburne 4 p. m., Barrington Wednesday 4 a. m., Yarmouth 8 a. m. and St. John 5 p. m. These times are of course subject to variation.

The trip round the South Shore is one of the finest coasting trips in Canada. The course from Yarmouth lies for many hours among picturesque and heavily wooded islands ; then skirting the famous Cape Island winds in an exceedingly narrow channel to the wharf at Barrington : thence round the shores of Shelburne and Queens, never out of sight of land, past a succession of rugged head-lands and magnificent harbours almost without equal. Here, on a frontage of about eighty miles, as the crow flies, are over a dozen harbours of from five to ten miles in length, almost all connected by considerable streams with the great chain of lakes in the Clyde, Ohio or Caledonia hinterlands—the paradise of sportsmen.

The trip by the **Halifax & South Western Railway** is no less attractive, revealing the same country in a totally different aspect. Now we plunge through the woods, run alongside beautiful beaches, bridge over the famous fishing streams, look down the magnificent island-dotted harbours from their heads, with an occasional view of the open Atlantic beyond and the jutting reefs. For some time the H. & S. W. Railway has been in regular daily operation from Halifax to Liverpool and from Barrington to Yarmouth; the rest of the line is now complete and through service has just been put on. The cars and general equipment are of the newest type and thoroughly comfortably and satisfactory.

The line enters Queen's County at Port Medway, a run of 103 miles from Halifax, with fine views of Hubbard's Cove, Chester Basin, Mahone Bay and other delightful summer resorts. Then going westward, it passes Brooklyn (7 mi.) Liverpool (2), Hunt's Point (7), Port Mouton (5), Sable (17), Lockeport and Allendale (7), E. Jordan (7), Jordan Falls (3), Shelburne (5), Pirchtown (8), Gunning Cove (5), Roseway (4), Greenwoods (5), Port Saxon (2), Port Clyde (3), Barrington Head (7), Barrington Passage (4), Shag Harbour (8), and thence through Pubnico, Argyle and Tusket to Yarmouth, a distance of 41 miles.

At **LOCKEPORT AND ALLENDALE** Station a small but comfortable steamer will connect with the trains and convey passengers and baggage to Lockeport town, a delightful 4 mile trip down a sheltered and beautiful harbour calm in all weathers.

There is a regular **Mail-Coach Service** daily (both ways) connecting Shelburne and Lockeport with Bar-

rington and Liverpool, and good teams can be hired at very reasonable rates at any of these towns.

CAPE ISLAND has an almost daily steamboat service with Yarmouth, of which particulars are given within.

TELEPHONE COMMUNICATION is remarkably good: practically all points on the South Shore and most of the inland settlements are in this way connected with the rest of the province and the same may be said of the WESTERN UNION Telegraph system.

Team hire is cheap, there are large and well conducted *Livery Stables* in Barrington, Shelburne, Lockport and Liverpool, which, until the advent of the H. & S. W. Railway were responsible for the shore mail service.



LIVERPOOL.



HISTORICAL SKETCH.



THE history of Liverpool is of peculiar interest to our New England cousins. "In no other section of the province," says Mr. R. R. MacLeod, "can there be found such a colony of 'Plymouth Plantation' people." A warrant to survey a township was granted in 1759 by the Governor of Nova Scotia to a committee representing some one hundred and forty-two proprietors, all of New England, and many of them direct descendants of the Mayflower pilgrims.

As early as 1604, Sieur de Monts had entered the harbour and named it Port Rossignol, after a certain captain whom he found unwittingly poaching on his preserves, and whose vessel he confiscated. This was on the famous voyage that led to the selection of Port Royal (now Annapolis Royal) as the best site for a settlement.

Later, Port Rossignol formed part of the seigneury of LaHave, under the protection of the fort there; and, though the fisheries were considered of some importance, the settlements were small and by no means permanent.

The condition of the country when the hardy ancestors of the present inhabitants of Liverpool fixed on

this as a desirable site, is neatly and graphically described by Mr. D. R. Jack in "Acadiensis":—

"Five years prior to this date the Acadian French "had been expelled from Nova Scotia, and the peninsula was indeed a lonesome place. There were a few "unfortunate Acadians who had made their homes with "the Indians, and the Annapolis valley was from end "to end a scene of desolation, extending for many miles "to the eastward and westward. There were two small "military posts. one at Annapolis and a second at "Windsor. Halifax had only been founded about ten "years. At Lunenburg some unfortunate Germans had "been making a desperate struggle for about six years."

The AMERICAN WAR OF REVOLUTION brought to Liverpool some strife and suffering, and a good deal of excitement. The American privateers proved a constant source of annoyance and actual damage, and there is ample proof that the Liverpoolians were at least justified in retaliating in kind. This they did with great gusto, and the game proved greatly to their liking and material advantage, both in this and the succeeding wars.

In 1779 several of them obtained LETTERS OF MARQUE from the British Government, with assistance for arming vessels, and a grant for a block-house and barracks.

SMUGGLING, too, was not as unpopular as might be expected: a certain citizen, in 1782, thought to advance himself by turning informer, and shortly afterwards the

* The original of the "Letters of Marque" granted to John Roberts, Jr., of the schooner "Wolverine," is in the possession of Miss Inniss, a great-granddaughter of the said John Roberts. The document, given in Halifax, 11 November, 1813, is interesting as showing the exact status of the privateer. The preamble contains justification: "Whereas, in consequence of the repeated insults and provocations which we have received from the Government of the United States of America, finding ourselves compelled to take such measures as are necessary for vindicating the Honour of the Crown and the just rights of our subjects, etc."

Government offered a reward of £20 in the hope of discovering who had cut off the said citizen's ears.

Throughout the Revolutionary War, the subsequent strife between England and France and Spain, and the later war with the United States, Liverpool privateers played a very active part. Many a loss was sustained, and many a prize brought in triumph into Liverpool Harbour. On the whole, the balance was all with Liverpool, which emerged richer and more prosperous than before, with both the means and the energy for building a greater prosperity in the future. Incidentally, the great fortune of the Hon. Enos Collins, long reputed the richest man in the province, and himself Liverpool born though trading from Halifax, was founded on the winnings of his Liverpool privateer captains.

Haliburton, in 1829, wrote "Liverpool is the best built town in Nova Scotia. The houses are substantially good and well painted, and there is an air of regularity and neatness in the place which distinguishes it from every other town in this province."

This description would not be far wrong in the present day. Though lack of railway communication in the past has kept the town back, Liverpool is with great strides overtaking competitors more fortunate in this respect, always keeping that peculiar attractiveness noted by Haliburton so long ago. She has to-day a fine water and electric light service, first-class hotels, electric marine slip and ship-yards, a foundry, machine-shop and corn-mill, a local railway (to Milton), and is in every way a progressive and up-to-date town.

The RIVER MERSEY is a rapid stream with numerous Falls for nineteen and one-half miles from "Indian Garden" to Liverpool. A Lake system of fifty square miles supplies the river, and when properly developed

will make Milton and Liverpool cheap and popular manufacturing centres.

The canoe trip through this lake and river system is one of exceptional beauty.

POINTS OF INTEREST.

The Fort makes a delightful public park. Unfortunately the old blockhouse has gone, and some forty cannon of early George III type have been utilized for street corner posts—a retirement more useful than honourable—from which it is hoped they will be rescued at an early date to form an imposing addition to the present Battery.

As it is, however, the old Fort, with its light-house and cannon, turf, seats and shade, and magnificent outlook over the harbour, is a most pleasant lounging place, and a romantic terminus to Liverpool's wonderful street of bright shops, public buildings, and fine residences. It is of little use to seek for blood-stains on this historic spot, though the Fort was actually captured in 1780 by an unexpected night attack led by Benjamin Cole. The townsmen were inclined to think resistance useless, but Col. Simeon Perkins (the "man of the time" in Liverpool) arranged for the capture of Cole on his way through the town, and with him safely in hand was enabled to dictate to the enemy most favourable terms of redress, capitulation and retreat. So ended the *Siege of Liverpool*.

Adjoining the Fort is the original *business centre*, a picturesque little cove, where ship-building is still carried on, and where a group of old houses still remains, including the Customs House.

Liverpool gains a peculiar interest from the fact

that most of its earliest residences still remain intact, and some hold their own among the handsome modern structures.

Phillips' Tavern, a little eastward from the Fort, was built in 1760, and used by merchants, officers, and visiting gentry as a club-house, etc. There were two rooms on the ground floor, with a hinged partition that could be swung up to give one unbroken floor for dancing. The exterior of the building is unchanged and in good condition, but the Tavern parlour has changed with the times, and is now (alas!) a barn.

Colonel Perkins' residence is still occupied, and quite holds its own among its modern neighbours. This Simeon Perkins was a man of great force, and played a leading part in the early development of Liverpool. He came from East Haddam, Connecticut, was commander of militia and J. P., and, after sustaining heavy loss through the enemy's privateers, took an active part in reprisals. His journal (1779-1812) has proved of great value to the local historian.

Captain Silvanus Cobb's house is also still occupied and in good order, with picturesque surroundings. Captain Cobb was a Plymouth man, one of the Liverpool "proprietors" who had served as Captain at the capture of Louisburg in 1745 and with Wolfe in 1755.

The Cemetery, which faces the main street, is interesting to the most casual visitor, and profoundly so to one connected with Liverpool or the New England stock from which Liverpool sprung. Many of the original proprietors are buried here, among them the founders of some of the best known families in Nova Scotia. The old-fashioned stones are for the most part legible and in good repair.

The TOWN HALL is very modern, but in good taste and admirably arranged. The visitor should step inside for a moment and just peep into the Theatre and Assembly Room: the shock of pleased surprise will pay for the effort.

The STORES are well stocked, compactly situated, and up-to-date in every respect, so that Liverpool serves not only as a geographical base for sporting and pleasure excursions, but as an excellent depot for outfit of all kinds.

SPORT.

BATHING. There is a good bathing cove at Battery Point, and a movement is on foot to erect convenient bathing houses for the coming season.

Within easy reach are four splendid BEACHES—favourite spots for excursions and picnics. These are Beach Meadows, White Point, Hunt's Point and Summerville. It will not be long before these become sites for summer hotels and nests of cottages.

BOATING AND SEA FISHING. In common with other places along this shore, Liverpool offers strong inducements to those who care for sailing and fishing, and the River Mersey, immediately above the town, affords an ideal place for rowing and canoeing.

TROUT AND SALMON. It is almost impossible to exaggerate the facilities afforded to fishermen by the magnificent lakes and streams within reach of Liverpool.

Trout in plenty are to be had in all directions, in many places quite near the town, while Caledonia is probably the best centre in the province.

Large quantities of *Salmon* are taken every year with rod and fly in the Mersey River from Milton, and in the Medway from Greenfield and Mill Village.

There are good Guides in plenty, some of whom are mentioned below.

SMALL GAME. Birch partridge and woodcock are fairly plentiful, and afford good sport in their season ; and rabbits abound.

BIG GAME. *Moose* are found within a few miles of Liverpool, and parties going further afield hardly ever fail to bag. Caledonia district is especially famous. Sportsmen in search of variety can arrange an expedition after *Bear* or *Wild-cat*, both of which were killed in large numbers last season, especially in the Caledonia district. For wild-cat it is of course necessary to have dogs specially trained: one man who is the happy possessor of such hounds is reported to have bagged sixty cat last season.

GUIDES FOR FISHING OR SHOOTING.

(These are all reliable men, and have all the necessary outfit for an expedition. The usual charge is \$2 per day for the Guide and outfit, exclusive of actual cost of grub.)

Address Milton (Mersey R.)

Will Freeman, Snow Anthony, Parker Freeman,
James Hunt. —. Martin, Dan Ryan, Thomas
Hunt.

Address Mill Village (Medway R.)

Charles and Harry Lockwood, Nicholas MacKin-
non, Peter Anthony.

Address Greenfield (Medway R.)

Whitman Hunt, Porter Hunt, Boardman Hunt,
Enoch Freeman, James Freeman, Wm. Hunt.
Charles McLean, Arthur Robar.

Address Whiteburn, Queens Co.

Forrest Brothers, who have a gasoline launch for
transport to different points on Lake Rossig-
nol, and a very complete outfit. Sportsmen
are met at Indian Gardens.

Address Kempt.

David Freeman (good for long trip through the
lakes to head-waters).

Address Caledonia. William Harlow.

Address Brookfield. Primrose Smith.

Address W. Caledonia.

Patrick Lacey (good for all kinds of sport, and a
specialist on Bear and Wild-cat.)

TEAM HIRE.

The chief stables are owned by J. W. Balcom and J. L. Bain. Regular charges for single team (one or two persons):

Beach Meadows (6 mi.)	-	-	\$ 1.50
White Point (7 mi.)	-	-	1.50
Hunt's Point (9 mi.)	-	-	1.75
Summerville Beach	-	-	2.00
Milton	-	-	1.00
Brooklyn	-	-	1.00
Mill Village	-	-	2.00
Port Medway	-	-	2.00
Port Mouton	-	-	2.00
Greenfield (17 mi.)	-	-	3.00
Indian Gardens (21 mi.)	-	-	4.00
Bridgewater (direct)	-	-	4.00
" (shore route)	-	-	5.00
Sable River	-	-	4.00
Lockeport	-	-	7.00
Shelburne	-	-	8.00

HOTELS AND BOARDING HOUSES.

<i>Liverpool,</i>	Per Day.	Per Week.
Hotel Mersey (P. F. Butler)	\$2.00	\$12.00
Elmhurst (Mrs. Freeman)	1.50	7.00
Elmwood Cottage (Mrs. Innes)	1.50	7.00
Mrs. Zwicker	1.00	5.00
Mrs. Daniell	1.00	\$5 to 6.00
Roberts House (Mrs. Dauphinée)	1.00	4.00

Milton. Victoria Hotel.

Mill Village. Mrs. Solomon.

Port Medway. F. Dolliver.

Greenfield. Boardman Hunt.

Caledonia.

Alton House (Byron Kempton.)

Commercial House (W. Johnson.)

Port Joli. Mrs. Robinson.

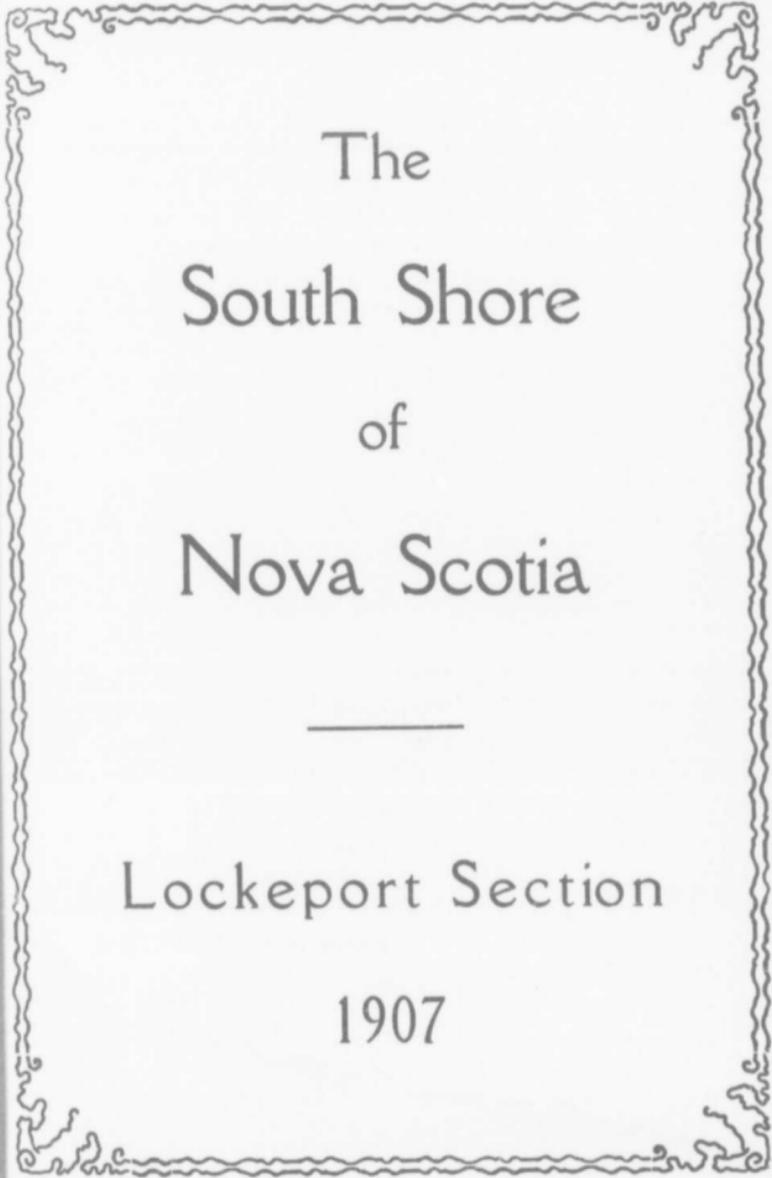
Port Mouton lies about twelve miles west of Liverpool, and owes its name to the accidental loss of a sheep (*mouton*) from one of De Mont's ships in 1604. De Monts vessels anchored off Leslie's Point, and remained about a month. It is probable that the first assemblage for christian worship was held at S. W. Port Mouton during this time.

In 1783 the place was settled by a large party of disbanded soldiers from Sir Guy Carleton's command, who named the township Guysborough, but a few years later many of their homes were destroyed by fire and they moved to the east of Halifax, to the present County of Guysborough.

Little Hope, a most dangerous islet surrounded by reefs, lies a couple of miles from land off Port Mouton, and about half way by sea between Lockeport and Liverpool. In order to protect the lighthouse from being entirely swept away, a very solid sea-wall has been erected.

Formerly, Little Hope had been the scene of many wrecks, the most important being that of the "Elizabeth" in 1815 and "Hezekiah Williams" in 1854,—both large vessels with valuable cargoes.

Mill Village and Port Medway are picturesque and peaceful settlements that offer no small attractions to the tourist in search of rest and quiet. Both can look with confidence to increased prosperity, as the River Medway, like its sister River the Mersey, drains a vast area of forest lands, filled with growing timber of all kinds. Like the Mersey, too, it has also a large amount of water power available for industrial purposes.

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W. Wallace Waugh, who was the first person in the United States to organize a hotel man's association, was also the first to establish a Hotel and Tourist Bureau for furnishing free information to the travelling public regarding hotels and resorts of the world, and for thirty years his life has been devoted to that line of work, and it is safe to say, without fear of contradiction, that he is no doubt the best posted man in this line of work in the United States. Through his large acquaintance and from repeated calls for such a book, he has decided to publish a Blue Book of Hotels and Resorts, which will be the leading ones of the places in which they are located.

This book will have a wide distribution throughout the United States and without doubt will be a most effective medium for bringing the hotels that take advantage of being listed in the book to the attention of the best class of people. Besides this, the book will be in the leading hotels of the country, and will be consulted by clerks and guests of the house for information regarding the hotels and resorts.

WAUGH'S HOTEL & TOURIST BUREAU,

327 Old South Building,

294 Washington St., **BOSTON, MASS.**



LOCKEPORT.



HE original settlers of Lockeport (for a long time known as Ragged Islands) were Dr. Jonathan Locke of Chilmark, Mass., and Josiah Churchill,* who came there about 1761, selecting with great discrimination the spot best situated with regard to the fishing grounds. One could almost imagine them gifted with second sight and a foreknowledge of the time when the crowded cities of the Eastern States would look for relief in the summer months to the cool breezes of Nova Scotia. For, considered as a sea-side resort, Lockeport undoubtedly has more natural advantages than any other town in Nova Scotia.

Throughout the war of the Revolution, the settlers of Lockeport, unlike their neighbours at Liverpool, seem to have kept out of active hostilities, though their sympathies were strongly American. Their feelings were very much hurt, therefore, when in 1779 some American privateers came ashore and looted their houses, and an indignant protest, signed by W. Peter-

* Jonathan Locke's name appears in the list of proprietors of Liverpool (1764), as also the names of Thomas Hayden and John Matthews; but there is no mention of any Churchills in this document, though Benjamin and another Churchill are in the "warrant" of 1759; which would tend to corroborate the tradition that the Churchill came before the Locke.

field, John Matthews, Thomas Hayden and Jonathan Locke, is still to be found in the State archives of Massachusetts. After reciting how the scoundrels took from Peterfield's house "19 quintals of codfish, four barrels of salt, 3 salmon nets, 60 lbs. of butter, one green hyde, 5 dressed skins, some cheese and a great many other things" this memorial continues:

"These things are very surprising that we in this harbour have done so much for America, that we have helped three or four hundred prisoners up along to America and given part of our living to them and have concealed privateers and prizes too from the British cruisers in this harbour. All this done for America, and if this be the way we are to be paid I desire to see no more of you without you come in another manner."

The last expression is ambiguous, certainly, but sounds bold enough.

Later on, too, during the war with the United States, some excitement was caused by the approach of a hostile vessel, at a time when most of the men were away. The women and children were promptly lined up on the bluff, with red coats and broomsticks to lend a martial appearance, while one of the women marched up and down with a drum, and shots were fired with the available muskets and fowling pieces. The enemy sheered off with no loss reported.

Some still living can remember when there were only five residences in Lockeport Island:—Jonathan Locke's (near the present site of the Imperial Hotel and on the site of Dr. Jonathan's first log house); Josiah Churchill's (near site of Hillcrest Hotel); Sam Locke's (near site of Colin C. Locke's house); Josiah Farrar's (opposite the steamboat wharf), and trickland's (near the Bridge.)

From the first, these settlers were highly successful in the fish business, and Lockeport became one of the wealthiest places in the province.

Adversity came with a rush, about twenty-five years ago : a very few of the leading merchants retired with respectable fortunes, and practically only one of the old firms is still in business.

Now, in 1906, there is a distinct revival, and reason to believe that Lockeport will again present the stirring and prosperous appearance of the "good old times."

POINTS OF INTEREST.

It will be gathered that, by reason of the diplomacy of the early settlers, Lockeport never stood in need of any fort or garrison, and so lacks the attraction of warlike remains.

The **Beach** gives Lockeport a distinctive charm. Beaches there are in plenty around the shores of Nova Scotia, but none near enough to any town to be of practical value.

Lockeport Beach, however, stretches from within a stone's throw of the houses, a crescent of a mile or more of hard unbroken sand with the clean surf curling in from the Atlantic. The bathing house is in constant use through the summer and the beach is the favourite resort of visitors at all hours of the day.

The **Islands**. Lying right in the harbour and within easy reach of the shore, are some most picturesque and beautiful islands, favourite resorts of picnics and pleasure parties.

Carter's Island, is conspicuous by its light-house, where visitors always receive a cordial welcome.

Bull Island, the property of Mr. Churchill Locke, has a fore-shore inhabited by clams of peculiar excellence and is the scene of many a merry clam-bake.

Cranberry Island, which belongs to Mr. Colin C. Locke, possesses the charm of infinite variety. At the northern end, a sandy cove, sheltered by the thrum cap rocks, invites the bather; in the midst, fragrant wooded dells entice the explorer to rest and loaf, while for the energetic a stretch of turfy hill leads on to barren crags jutting out into the Atlantic swell.

Ginger Hill and Splash Rock. A stroll across the surf beach ends in this natural resting place, where one may sit in comfort and watch the fascinating play of the breakers. It is a spot one always leaves with regret.

The **Museum** contains a medley of relics, ancient and modern, gathered together with loving care by Mr. Louis Benham. Though mainly of local interest, the collection well deserves a visit. Hardly a wreck on this rock-bound coast for the last century but has contributed some memento, and the collection of ancient firearms is quite interesting.

The original **Locke Burying Ground** is situated on the bluff facing Cranberry Island; here lie the remains of Dr. Jonathan and his wife and most of their children, including Mary Locke and her husband, the Rev. John Craig, who was a staunch Loyalist. Mr. Craig was born in Dublin, Ireland, and emigrated to Maryland. He volunteered and served under the British throughout

the war, and at its conclusion retired to Nova Scotia, where he died in 1837, aged 88.

Apart from the Locke graves is a slab in the memory of Captain Sam Mason of Kennebunk, whose body was brought ashore here for burial in 1883.

The Cemetery in the south end is not of great antiquity: the headstones in it give an almost complete record of the second and third generations of Lockes and Churchills, whose longevity is remarkable.

Perhaps the most interesting is a small slate stone, facing the road, with the inscription

THE
REMAINS
OF
MR. JOSIAH CHURCHILL
WHO DEPARTED THIS LIFE
AUGUST 27, 1800
IN THE 83RD YEAR OF HIS AGE.

Here also lie Isaac Stuart (died Dec. 9, 1856, aged 88) and his wife Abigail (died Mar. 23, 1861, aged 94.) Stuart was a well educated gentleman, and quite a dandy, who came here from New York and settled in Green Harbour, but did not win much success, though some branches of his numerous descendants are now very prosperous. He claimed connection with the Royal House of Stuart.

Blue Island fairly deserves a day, and a fine day at that. One can sail across from Lockeport, or go by road to Green Harbour and there charter a dory. It is a beautiful island, famous for wild berries of many varieties, rasp, straw, goose, blue, huckle and mul, not to mention bake-apples. But one must walk warily, for intersecting the cliff path, and suddenly revealed, is the famous **Hell-Hole**, a remarkable cleft some 12 feet wide and reported to be of unfathomable depth. There are other very interesting and curious natural formations on this island, which should be visited in company with a guide from the mainland.

SPORT.

Bathing. In this particular Lockeport is without a rival in Nova Scotia. The magnificent surf beach, which bears comparison with the finest on the Atlantic shore of the United States, has already been mentioned, and early in the season, when the surf is still coldish, excellent bathing can be had from the sand beaches at the south end, sheltered by the breakwater and Cranberry Island.

Boating. For both rowing and sailing Lockeport Harbour is admirably adapted. Many beautiful and well-wooded islands (besides these mentioned above) lie scattered in the recesses of the harbour between the town and Froude's Point, and this region is notably safe and free from squalls. While there is at present no yacht club, there are several pleasure sailing boats, which are constantly used for the diversion of visitors. No doubt in the course of a year or so there will be boats of all descriptions in plenty for hire, and it adds much to one's pleasure to have at least a small dory or

keel boat always available: the harbour in the evening is often smooth as glass, and strongly tempts the sea lover to stroll boat-wise. It is an easy matter for an intending visitor whose tastes incline this way to order such craft as he fancies to be built and made ready. Mr. Charles Robertson builds a very useful and suitable flat or single dory for about 10 dollars and Mr. John Etherington of Shelburne turns out excellent boats of all descriptions, from a canoe to a motor boat.

Sea-fishing the visitor can very easily have all his heart desires. These waters teem with cod, haddock, hake, cusk, pollock and smelt. In 1906 mackerel were very plentiful and were caught in large numbers even off the wharves. The dog-fish (alas) is always with us, and the great Albercore, or Horse-mackerel, has an annoying habit of getting into the trap, but does not rank as a game fish.

Trout of good size and in large numbers can be caught within easy reach of Lockeport. Sable River and Timber Island Brook are the best grounds.

Salmon abound in Jordan River, where hundreds are taken every season. There are a good many too, in Green Harbour River, which, though so near Lockeport, has hardly been touched by the angler.

Striped Bass were speared in large numbers in the exit from Little Harbour Lake across the Harbour when the sand blocked the run a few years ago. Since then the government has kept the run open, but the movements of the fish are not yet properly understood.

Partridge are very plentiful, **English Snipe** are

found in moderate numbers in three neighbouring swamps, Woodcock are few and far between, and Rabbits abound.

Beach Birds of all kinds are to be found in August and September in half a dozen near by places, and offer excellent sport. Plover, Snipe of many varieties, and Curlew are in plenty on the spot, and in very large numbers round Little Harbour Beach and Lewis Head. The big Labrador Curlew are particularly fond of Western Head (across the Surf Beach) but can often be seen feeding at low tide by the breakwater.

For **Black Duck** this neighbourhood is unrivalled, they come out from the lakes in September in thousands and tens of thousands. The best shooting grounds for black duck and Geese are Port Joli, Port l'Hebert and Jones Harbour.

Moose are at least so plentiful that it is a rare thing for a man to go into the woods with this intent and come back empty handed. One man has on two occasions recently left Lockeport at early morn and returned with his moose by noon the same day; needless to say, he knew the "lie of the land." The hunting ground easily tapped from Lockeport is extensive and moose are plentiful throughout the Sable district and back of Ports Joli and l'Hebert.

For any information on matters of Sport in this district one can apply to Mr. J. R. Ruggles, Secretary of the Board of Trade, and himself a veteran sportsman.

RELIABLE GUIDES FOR FISHING AND SHOOTING IN THE LOCKEPORT DISTRICT.

Hal Whynock, *Lockeport.*

Robie Wall, *Allandale.*

Lewis Demoliter, *Jordan River.*

John Chivers, *Sable River.*

Shaw Mackenzie, *Froude's Point.*

John B. Richardson, *Jones' Harbour.* (Black Duck, Geese etc.)

HOTELS AND BOARDING HOUSES.

	<i>Per Day.</i>	<i>Per Week.</i>
Imperial Hotel (F. W. Sutherland)	\$1.50	\$7.50 to 10.
Hillcrest Hotel (F. Churchill)	1.50	7.50 to 10.
The Antlers (R. Payzant)	1.50	7.00 to 8.
Mrs. Sidney Locke	1.50	7.00
Mrs. William Day	1.50	7.00
Mrs. Colin Mackay	1.50	7.00
Seaview House (Miss Ringer)	1.00	5.00
Mrs. John F. Locke	1.00	6.00
Mrs. Kenney	1.00	5.00

Extracts from Game Laws of Nova Scotia.

LICENSE fees for persons not British subjects:—

For all game \$30.

For bass, pike, perch or trout \$5. for 3 months;
\$10. for 6 months.

CLOSE SEASON:

For *Moose*, Dec. 20 to Sept. 15.

For Woodcock, snipe, teal, blue-winged duck
and wood-duck, Mar. 1 to Aug. 20.

For Partridge, Nov. 1 to Oct. 1.

For Spruce Partridge all the year.

For Rabbits, Mar. 1 to Nov. 1; (snaring) Feb. 1
to Nov. 1.

For Salmon, Aug. 15 to Mar. 1. (fly) Aug. 15 to
Feb. 1.

For Trout, Oct. 1 to Apr. 1.

For Bass, Mar. 1 to Oct. 1; (angling) none.

WEST INDIA MERCHANT — AND — FISHING SUPPLIES



CHURCHILL LOCKE,

Lockeport, - Nova Scotia

The Orizaba Rubber Plantation Company

OFFICERS AND DIRECTORS

J. B. SANBORN, PRESIDENT.

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Cashier Citizens National Bank, South Bend, Indiana.

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IRA J. COVEY, Covey & Covey, Peoria, Ill.

W. L. HENDRICKS, Manager Heath & Milligan Mfg. Co., Boston, Mass.

The Orizaba Rubber Plantation Company.

THE COMPANY.

The Orizaba Rubber Plantation Company was organized in 1902, under the laws of the State of Illinois. It is composed of honest, capable and reliable business men, who have been uniformly successful in all their business undertakings. Their ratings and standings can be readily ascertained from any commercial agency.

THE CERTIFICATES.

The certificates represent an undivided interest in a plantation of over 6,000 acres—one certificate representing one acre. The certificates are sold, solely for the purpose of clearing, planting and cultivating the remaining portion of the plantation.

THE PROPERTY.

The property is in the State of Chiapas, which is conceded by all to be the most fertile and most productive of all the Mexican States. It is the very heart of the Tulija River, a large river, navigable from the Gulf of Mexico, giving direct water communication with the markets of the world. The rainfall is uniform and abundant, averaging from 130 to 150 inches per year. The soil is very fertile and practically inexhaustible. The temperature varies from 65 to 90 degrees, and frosts and droughts are unknown.

WHAT HAS BEEN DONE.

Active operations began on the plantation in October, 1902. Since then, a village of 29 houses has been built, comprising dwellings for laborers, a large general

store and offices, warehouses, etc., etc. Roads have been constructed, telephone lines erected, and all the clearings fenced. About 1,461 acres have been cleared and are now under cultivation, 1,000 acres being in rubber, much of which is now three years old.

WHAT THE PROFITS HAVE BEEN.

In 1903, a dividend of 5% was paid. In 1904 a dividend of 6% was paid, and in 1905 a dividend of 6%. These dividends were earned from crops of corn, profits from the store, the sale of meat, bananas, milk etc. The year 1906 has been a prosperous one, and a substantial dividend has been earned.

WHAT WILL BE DONE.

It is the purpose of the company to clear the entire tract of 6,000 acres, and to plant rubber, corn, cacao, vanilla, bananas, and such other tropical fruits as are profitable, and to devote a portion of the property to the raising and fattening of cattle. All of these crops are very remunerative.

WHAT ONE ACRE WILL EARN.

If you consult an authority on tropical agriculture, or any of its branches, you will find that one acre of rubber land is estimated to give from \$300 to \$400; one acre of cacao, from \$200 to \$300; one acre of vanilla, from \$500 to \$600. While we do not promise you such returns, we do promise you all the profits that patient care and good management can produce.

UNSOLD PLANTATION CERTIFICATES.

The unsold PLANTATION CERTIFICATES of the Orizaba Rubber Company are now offered at \$300 each, pay-

able in 60 monthly instalments of \$5 (or \$270 cash) Each certificate represents the ownership of one acre of land and pays an immediate dividend of 6% per annum, increasing rapidly as the plantations mature, until it reaches in ten or twelve years about **\$300 per annum**. These figures sound large, but they are based upon actual results, and are really a conservative estimate, which will be endorsed by any expert in Tropical agriculture.

Of the honesty and good standing of all concerned with the management anyone can inform himself with but little trouble. And the investor is *safe-guarded* by the following facts :

1st.—The land is deeded to the Chicago Title & Trust Company, in the name of the certificate holders.

2nd.—The President and officers are all certificate holders, who have paid the same price for their holdings as that now quoted. They receive no salaries, and are devoting both time and money to the development of Orizaba.

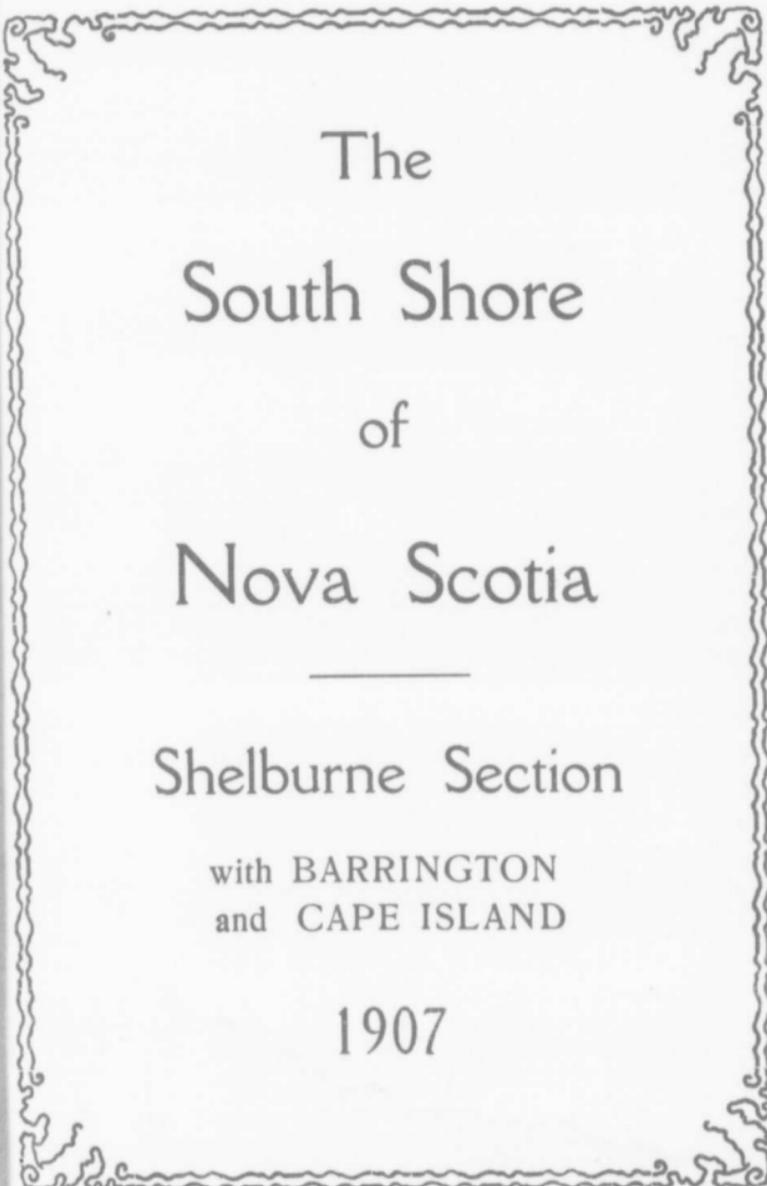
3rd.—In addition to a paid-in capital of \$100,000, a special fund of another \$100,000 will also be set aside to guarantee the performance of all contracts made by the company with holders of certificates.

4th.—The investors annually appoint one of themselves to go as Inspector to the plantation and report to them. These reports up to date are at hand, very complete and fully illustrated, and are most satisfactory.

5th.—Each investor has one vote, and only one.

Copies of reports, and full information, will be forwarded on application.

ADDRESS ; **Orizaba,**
Box 622, TRURO, N. S.



The
South Shore
of
Nova Scotia

Shelburne Section

with BARRINGTON
and CAPE ISLAND

1907

MR. CARNEGIE'S STATEMENT that the cultivation of rubber is the most profitable thing in the world to-day, is borne out by recent consular reports on this subject.

CONSUL-GENERAL WILLIAM H. MICHAEL (Calcutta) speaking of Ceylon, says :—" The production of rubber is proceeding rapidly and intelligently in all parts of the island. It is the most attractive industry on the island, and promises the richest rewards. The yield is about two pounds to each tree, and the trees run 120 to 150 to the acre, thus giving a profit of \$300.00 to \$450.00 an acre.

VICE CONSUL-GENERAL G. E. CHAMBERLIN estimates the net returns for the first eight years of a rubber plantation of 500 acres at \$467,500.00.

MR. GEORGE CULLEN PEARSON, with three others, commenced rubber planting in Mexico as a private enterprise in 1898. Their estate, " La Esperanza," has 400,000 trees from three to eight years old. In May, 1905, some of their rubber was valued by Lewis & Peat, of London, at \$1.52 per pound. A short time ago the interest of one of the partners was disposed of on a valuation of \$5.00 per tree.

In 1901 and 1902 several plantations were started on a mutual basis, and, the industry then being hardly past the experimental stage, certificates were issued at about \$300.00 per acre, including a development contract for eight years, backed by large cash deposits. One of the best of these, the "**ORIZABA RUBBER PLANTATION COMPANY**," has always kept its development well ahead of the sale of certificates, and has still a few certificates unsold at \$300.00 each, payable in monthly instalments of \$5.00 each.

The names of the men in charge of Orizaba are sufficient guarantee of its absolute honesty and good management. Mexican plantations have so far fully realized their expectations, and it is extremely unlikely that there will ever again be a chance of buying an interest on anything like the present terms. In three or four years, when dozens of plantations will be making a profit of from \$200.00 to \$400.00 per acre (as the older ones are doing now), it will be hard to get in on any terms.

Fullest information can be had on application to the Agent for the Maritime Provinces. Address:

ORIZABA,

P. O. Box 622, Truro, N. S.

[Entered according to Act of the Parliament of Canada, in the year 1907, by H. Bradford, at the Department of Agriculture.]



SHELBURNE



HISTORICAL SKETCH.



THE most casual inspection of modern Shelburne suggests that the town was originally designed to be a great city. Such, indeed, was the expectation, which at one time seemed likely to be fulfilled.

Col. Alexander McNutt in 1765 obtained a large grant of land at Port Roseway, (Shelburne), and a charter to build a city called New Jerusalem. He brought some 200 people to this country, but at the conclusion of the War of the Revolution, the conditions of his grants were not carried out. They were escheated in favour of a large band of Loyalists in 1782. In the Spring of 1783 a fleet of eighteen large and several small vessels, convoyed by two warships, brought 471 families from New York to Port Roseway, and these were soon followed by more, so that when Governor Parr visited the place in July, the population had already reached 5,000, and a town was being laid out on a scale proportionate with the hopes and ambitions of the refugees. The Governor christened the town Shelburne, after the then Secretary of State.

So far the inhabitants were people of good class, many of them educated and wealthy, and of high social standing; but a later consignment brought many undesirables.

In a short time the population reached 16,000, troops were stationed here, and warships came and went continually; an immense amount of work was done, especially road-building. A large business was carried on with the West Indies, Europe, and the States, and the first vessel built in Nova Scotia (250 tons) was built here. In 1788 the exports included 13,151 quintals dry cod, 4,193 casks pickled fish, 61 casks smoked salmon, 149 barrels fish oil, and 14,798 gallons sperm oil. It was in this year that PRINCE WILLIAM HENRY (afterwards William IV) visited the town, and a ball was given in his honour in the Merchant's Coffee House.

In spite of all this apparent prosperity, however, there were not wanting elements that made for failure; for the first three years 9,000 inhabitants were assisted by rations from the British Government, comparatively few of the settlers were really equal to the task that confronted them, and contact with the Army and Navy induced habits of dissipation. And to the enterprise of the community came a series of set-backs:—a great storm (September 25, 1798) destroyed wharves and shipping, a fire swept away large sections of the town, an imperial statute crippled the carrying trade between Newfoundland and the United States, the fisheries fell away, and the long delays in issuing titles for land, and the jealous opposition of the Haligonians in this and other matters proved a constant source of discouragement. So the "Boom" was soon over, commerce came to a stand-still, the wealthier settlers deserted their fine houses and moved away. The "Rationers" drifted off in search of a livelihood, and by 1818 the population of Shelburne was reduced to 300.

One of the very few of the old stock that remained was Gideon White, whose family has ever since held a prominent place in the County.

To-day, Shelburne is distinctly on the up-grade, and building her fortunes on a sure foundation; for ship-building of all kinds she is justly famous, and she does large business in fish and other commodities. The granite quarries across the harbour are being operated on a large scale, and supply the States with stone of the first quality. The Shelburne Electric Co. is installing a 550 h. p. plant to furnish light for the town and power for manufacturing purposes; their two main dams are built, the turbines are bought, and the whole intended to be in operation this Spring.

POINTS OF INTEREST.

Shelburne Harbour is one of the finest in the world, and when in the near future steamers from the Eastern States connect with the Halifax & S. W. Railway system at this historic point, the ten mile sail up the Harbour will be all the advertisement necessary. Especially when fog lies off the shore, and one emerges into this peaceful stretch of water, with bright sunshine and the breeze heavy with woodland perfume, does it seem like a voyage to fairyland, and we freely forgive our romantic and unbusinesslike ancestors for choosing this as the spot on which to live.

The most profitable safe industry in the world to-day is the cultivation of rubber. It can only be carried on in a few small sections of the earth's surface: and all these are a long way off.

The **Orizaba Rubber Plantation Company** operates in Mexico, but those in charge of its interests are well-known men, whose standing can be ascertained by a simple enquiry through any Bank or Financial Agency.

This is a mutual concern: all are in it on the same basis of "one man, one vote," and share the profits. There is no watered stock.

Consular Reports for 1906 show such flourishing conditions that it seems certain that there will **never again** be a chance of investing in any Rubber plantation on such easy terms as are offered by the remaining acreage certificates of the Orizaba Company.

This plantation is already in its 5th year and paying regular dividends.

The fullest information is at your disposal.

Address ORIZABA, Box 622, Truro, N. S.

Shelburne Yacht Club owns a valuable property fronting on the Harbour, and with deep water at its landing stage. The Club House is perhaps the best for the purpose in the Maritime Provinces; the ground floor contains boat house and dressing rooms, and above is a ball-room 30 x 50 feet, with hardwood floor and fireplace, opening on a balcony, over the water, which accommodates 350 people. All races start and finish in front of the Club House.

The Club House has furnace heat in winter and is open to members and their guests every evening; it is supplied with the latest literature and with gymnasium, basket-ball, etc., and a Chickering piano. Visitors can obtain from the committee the privileges of the Club at a nominal cost.

The Old Churchyard deserves more than passing mention. Many of the White family lie at rest here, among them Gideon White, (mentioned above), who died in 1833, aged 81.

“He died in a good old age,
Full of years and honour.”

A large proportion of the early settlers who remained here appear to have reached a “good old age.” The McKenna family is conspicuous in this respect, e. g. :— Margaret (d. January 15, 1894) aged 100; and resting side by side Rosanna (95), Matthew (84) and wife (74), Gilbert (79) and wife (81).

John Hildreth, Esq., of Ellerton in Yorkshire, England, is tersely described as

“A loyal subject, an able artist, and an honest man.”

There is a handsome monument to two young officers drowned in 1790 by the upsetting of a sail boat:— Patrick Maxwell, Ensign in H. M. 6th or First Warwickshire, and son of Sir William Maxwell, and Lieutenant Nicholas Bell, of the Grenadiers, in H. M. 6th.

One of the oldest stones is that erected to the truly affectionate wife of Captain Booth, R. E. (1789). "She was the daughter of an eminent merchant in London."

The following is tragic in its simplicity:—

NAME	AGE
Mary, - - -	20
Henry, - - -	13
John, - - -	11
Susanna, - - -	7
James, - - -	5
George, - - -	3

children of

WILLIAM AND SUSANNA MCGILL.

They all died between the 9th and 28th of
November, 1810.

A fine slab commemorates

GEORGE GRACIE, ESQUIRE

A respectable merchant of this town and a member
of the House of Assembly, who was drowned
on his passage from Shelburne to
Halifax the 22nd Nov. 1805,
aged 58.

A stone with the inscription

NICHOLAS BALL,

July 10, 1790,

PATRICK MAXWELL,

recalls an act of heroism. Maxwell and a comrade, their boat upset, were clinging to an oar, which proved too frail to keep both heads above water. Maxwell, himself a bachelor, yielded the right of survival to his married friend, bade him farewell, and sank.

A large monument and slab are necessary to catalogue the many virtues of

THE WIFE OF JOHN MACLEAN,

who died 28th March, 1791, aged 32 years.

"She left her native country, Scotland, and numerous friends and companions to follow the fortunes of her husband during the war with America in 1780. And when New York became no longer an asylum to Loyalty she joined him again on the rugged shore of Nova Scotia as an affectionate and faithful wife, a cheerful and social friend, humane and charitable and pious as became a good Christian. Her death was lamented by her husband, and no less regretted by her relations, her friends and acquaintances, as well those who were widely scattered as those who latterly enjoyed an intimacy with her in Shelburne."

(On the Slab)—"Stir not this stone, which covers the ashes of Mrs. McLean, the virtuous, the amiable wife of Capt. John McLean, formerly of Glasgow. With a full hope of immortality she departed this life 28th March, 1791, aged 32.

Wouldst thou know all her virtues, go and consult the register of Heaven."

The Fort is now little more than a name; a picturesque spot where one may enjoy a dip and a lounge, with a magnificent view of the Harbour. The Fort that was dated from 1812, and an entirely peaceful existence ended in premature decay: the guns have gone, and a large part of the earthwork has been carted away.

The Poor House occupies one of the finest sites in the County: situated on a hill, over a sheltered cove of the Harbour, some two miles out of town, it enjoys an outlook equal to that of the Chateau Frontenac.

This was the site chosen by Sam Slick for his residence, before he decided to settle in Windsor.

Sand Point, with its picturesque light house and fine beach, is becoming quite an important settlement. It is not only a charming spot for tourists, but a good location for a fishing population, with safe anchorage for large vessels even in the most stormy weather.

The *Electrical Review* (New York, Jan. 19, 1907) says in an editorial "It is said that there are in Ceylon over 100000 acres which have been planted in rubber, and in the Malay peninsula about half as much more. It is estimated that Mexico has about 100000 acres planted in rubber, making in all about 275000 acres, which should produce before long about one-quarter of the world's probable consumption. The results from these plantations seem to have been so successful that the work might be enlarged, as this would not only render us less dependent upon the natural forests, but would stimulate the Brazilian rubber-producing states to begin artificial cultivation there."

The *Financial News* (London) figures the value of six year old trees on three of the prominent estates as follows:—

Anglo-Malay Rubber Co. \$17.03, Bukit Rajah Rubber Co. \$11.06, consolidated Malay Rubber Co. \$13.98. This is based on the market valuation of the shares of these companies.

SPORT.

For *Yachting* and pleasure *Boating* Shelburne Harbour has few equals within reach of civilization in any part of the world. *Moose* abound in all directions in the hinterlands; *small game* of all kinds are plentiful; and for *Salmon* and *Trout* fishing Shelburne is within easy reach of the famous districts of Clyde, Ohio and Jordan, of which mention is made in another section.

RELIABLE GUIDES

FOR FISHING OR SHOOTING.

Address, Shelburne:—W. J. MacKay, John Ryer, Frank Dexter.

Address, Upper Clyde:—Tom Davis, James Bower.

Address, Ohio:—Alex. Snow, Will Snow.

Address, Clyde River:—Joseph Sutherland, Peter Mitchell, James Dexter, James Alex. McKay, Enser and George Davis.

HOTELS AND BOARDING HOUSES.

	Per Day.	Per Week.
Atlantic House (D. B. Frost), -	\$ 2 00	\$ 10 00
Shelburne House (T. E. Ryer), -	1 50	7 00
Bower's Hotel (N. L. Bowers), -	1 00	3 50
Hipson's Hotel (Willard Hipson),	1 00	4 00

Clyde.

Between Shelburne and Barrington, on the coach-road and railway, and scattered for some twenty-seven miles inland, lie the Clyde settlements. The Clyde is a river of rare beauty, and rich in salmon and trout. There is a Railway Station at Port Clyde, near its mouth, and Clyde River settlement, two and one-half miles farther up, is a good fishing centre, within easy hail of Goose Lake and Goose Creek (four miles) and Bower's Lake (five miles), which are favorite haunts of trout fishers.

Middle Clyde is seventeen miles farther up the river and Upper Clyde still another ten: both pretty villages, within easy reach of good lake and river fishing. This is a good *moose* ground, partridge and rabbits are plentiful, and the skilled hunter may add to his bag a brace of wild cat or an occasional bear.

ACCOMMODATIONS:—Intending visitors may get board at \$4.00 or \$5.00 from Mr. Mack (Rural House); James MacKay, John MacKay, Jr., John Hamilton (Clyde River), Dr. Densmore (Port Clyde), Mr. Ryer (Middle Clyde), George Davis (Upper Clyde).

Barrington.

At the time of the expulsion of the Acadians, Barrington received special attention, and a flourishing settlement, with stone church and grist mill, was utterly destroyed, the cattle burnt and the inhabitants deported to Boston and Halifax. Some few returned afterwards to Cape Sable and received grants in Pubnico, where they made the beginnings of the present most prosperous and thrifty settlement.

In 1761-3 some eighty families from Nantucket and Cape Cod settled in Barrington, but about half of them, disappointed in their hope of making this a whaling station, soon went back; and in 1767 the Township of Barrington, including Cape Sable Island, was granted to a body of one hundred and two New Englanders.

The modern Barrington is a quiet and picturesque little town, which always has a goodly number of summer visitors. It is easy of access, being on the Railway and a point of call for the Senlac, and the smaller steamers from Yarmouth and Clark's Harbour. Barrington sets an example that might well be followed by other small settlements, in having its streets lighted by old-fashioned lamp-posts.

HOTELS.

BARRINGTON PASSAGE :—

	Per Day.	Per Week.
Christie's Hotel (G. L. Christie),	\$ 1 25	\$ 5 00
Scotia House (M. K. Swim),	1 25	5 00

BARRINGTON HEAD :—

Barrington Hotel (Coffin).

Port Latour (nine miles from Barrington) was the scene of one of the most romantic episodes in the history of Acadie. In 1627 Charles de la Tour, then at Fort Louis (Cape Sable), hearing of the English plan to drive the French from Acadie, and strong in his alliance with the Micmacs, wrote Louis XIII asking to be appointed Commandant of all the coasts of Acadie. His father, Claude de la Tour, took the letter, and on the way back was captured by Sir David Kirke, and taken to England. Here he renounced his loyalty to the French king, married an English lady, was made a Baronet of Nova Scotia, and received a large grant in Acadie for himself and son. Fortune indeed smiled upon him, and he did not hesitate to guarantee the allegiance of his son, and sailed with his wife and an escort of two warships, to where Charles was holding the last French fort in Acadie. To Sir Claude's disgust, Charles would have none of him; and, after besieging Fort S. Louis for two days, the English commander gave it up as a bad business and decided to return to England. Sir Claude was now "between the Devil and the Deep Sea;" in France as in England his head was in grave danger. Nothing remained but to throw himself on the mercy of his son, who established the couple and their suite in comfort, some distance from the fort, and took good care of their maintenance.

Cape Island has been remarkably prosperous the last few years; it has now over 3,000 inhabitants, more than half of whom are in *Clark's Harbour*. The chief sources of wealth are fish and lobsters. The Cape Islanders are keen and industrious, and in a most advantageous position in the lobster business, with easy access to the best fishing grounds, and selling the live product in the States without the aid of the middleman.

The Island is seven miles long and from two to three miles across, and lies about a mile off shore, with a steam ferry plying to Barrington Passage. It is famous for its splendid *Beaches*, Hawk and Stoney Island, and all sorts of shore and sea birds are found here in abundance, and afford good sport.

The first settlement appears to have been made about 1786 by Michael Swim, who had previously migrated from New York to Shelburne. Being a man of some education, he was long known as *the Clerk* of the Island, and hence, according to one tradition, the name *Clark's Harbour*.

Cape Sable, the southern point of Nova Scotia, is a small Island half a mile off the continent of Cape Island, and presenting many features of interest. The reefs to the eastward are famed in the history of shipping as the scene of many notable wrecks, among them that of the "Hungarian" in 1860, when nearly 400 perished without a single survivor. The western shore, facing Clark's Harbour, forms for about two miles a perfect crescent *beach* of fine white sand, where the water in summer months is quite comfortable for bathing.

THE MARCONI STATION is well worth a visit, and the flash from the light-house has been seen under exceptional circumstances at a distance of forty miles.

A Government ferry plies regularly from the Cape to the Island.

Green Island, lying some two miles off the Harbour, provided winter quarters (welcome, no doubt, though not chosen) to the crew of a Massachusetts vessel as early as 1740. There is a stone in this Island with an inscription of doubtful origin; certainly human handiwork, and claimed by some to be of Scandinavian origin.

CLARK'S HARBOUR CONNECTIONS.

Steam Ferry from Barrington Passage every half-hour, running to Orion wharf (two miles from Harbour) at 9 a. m. and 2 p. m.

S. S. Latour leaves Barrington Wednesday and Saturday a. m. for Yarmouth, calling at Clark's Harbour. *Returning*—Leaves Yarmouth Monday and Friday at 8 a. m.

Leaves Clark's Harbor, Monday and Friday 2 p. m.

S. S. Gertrude M. leaves Barrington Tuesday and Friday p. m.

Returning—Leaves Yarmouth Monday and Thursday at 8 a. m.

Leaves Clark's Harbour Monday and Thursday at 2 p. m.

HOTELS AND BOARDING HOUSES.

(CLARK'S HARBOR):—

	Per Day.	Per Week.
Sea View Hotel (J. L. Nickerson),	\$ 1 25	\$ 6 00
Symond's Hotel (Frank Symonds),	1 25	5 00
Travellers' Home (W. L. Nickerson),	1 00	3 00

(HAWK BEACH):—

Sarah L. Nickerson,	-	\$ 1 00	\$ 5 00
Fairview (S. Bowker),	-	1 00	4 00

STONEY ISLAND BEACH):—

South Home (Isaac Penny),	-	\$ 1 00	\$ 5 00
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[Entered according to Act of Parliament of Canada, in the year 1907, by H. Bradford, at the Department of Agriculture].

The Finest Summer Resorts

on the Atlantic Coast are now made readily accessible
by the completion of the

Halifax & South Western Railway

"The South Shore Route"

THROUGH DAILY EXPRESS TRAIN SERVICE BETWEEN
HALIFAX AND YARMOUTH,

CONNECTING WITH BOSTON STEAMERS

Among the many beautiful places on this route are **Hubbards,
Chester, Mahone Bay, Bridgewater, Liverpool,
Shelburne, Lockeport, Etc.**

P. MOONEY,

District Passenger Agent, Halifax, N. S.

124 Hollis St.

NOW IS THE TIME TO THINK !

about your Summer tonic—**VACATION.**

The place we fill in your thinking is that we carry all the **FIRST AIDS** for
your summer comfort—

Toilet Preparations, Skin and Face Lotions, Fishing Tackle, Fly Oils, Smokers' Requisites

We carry in stock all articles found in a **MODERN DRUG STORE.** If
you spend your vacation in our vicinity, see how promptly and how well
we serve you. In our **OPTICAL DEPARTMENT,** all parts are carried
in stock for repairing glasses.

Shelburne Drug Store
Shelburne, N. S.

G. T. MacDONALD,
Druggist and Optician.

Why Not

GIVE US A TRIAL? Many people keep on buy-
ing inferior goods simply because they are accus-
tomed to go to certain places.

If you are paying out money for

Photographs, Pictures, Frames or Mouldings

and want the best the market affords, visit our store and find out about our
prices, and examine our extensive stock, and you will be satisfied that we are
the people that you will want to do business with.

YARMOUTH PORTRAIT CO.

Ground Floor Studio, opp. Post Office.

Yarmouth, N. S.

SPORTING SUPPLIES

CUTLERY

GEORGE S. McCLEARN

General Hardware Merchant

MAIN STREET

LIVERPOOL, N. S.

EDGAR A. HUTCHINS, - The "Upper" Drug Store

DRUGS, STATIONERY, and FANCY GOODS

Telephone in Connection.

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Dealer in Watches, Clocks, Cut Glass, Silverware, Jewellery

Souvenir Goods. Chronometers cleaned and rated
Repairing in all its branches

Liverpool, N. S.

ATLANTIC HOUSE

SHELBURNE, N. S.

One of the Most Elegantly Equipped Hotels in Nova Scotia.

Thoroughly Provided with Baths.

Hot Water Heat. Open

Fire-places.

Rooms en Suite or Single

Cuisine and Service strictly First-Class

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Cable : "HENDRY" A B C, 4th and 5th Edition and Private Codes.

A. W. HENDRY



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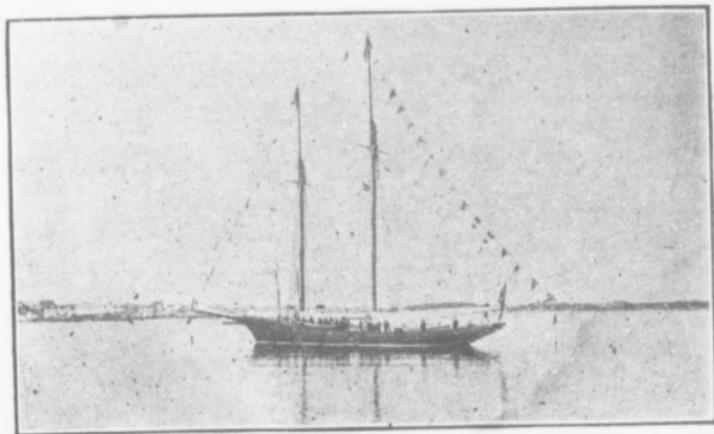
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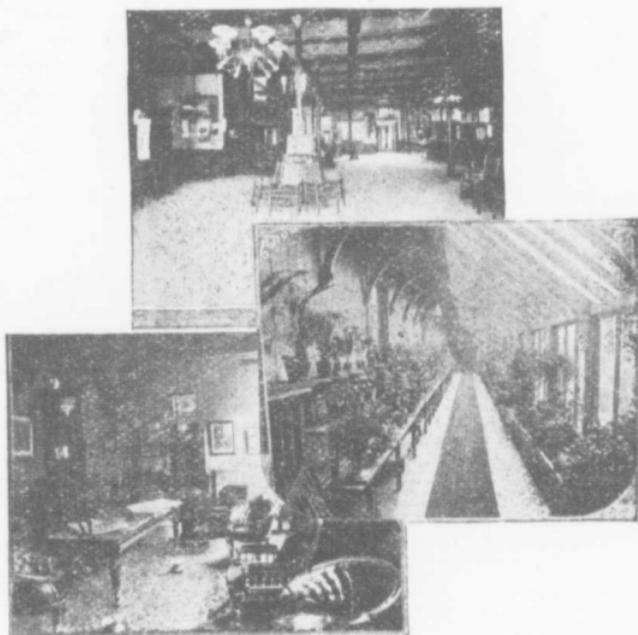
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