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# NOVA SCOTIA

## Illustrated



*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.*

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Captain P. Hanlon  
 1st Officer... N. P. Howes  
 2nd Officer... P. Buckley  
 Purser... Lyman Dennison  
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The steamers now in commission are the Olivette and Halifax, both splendid vessels, though of different structural designs. The former is a Cramp production, built specially for passenger service, with light and airy staterooms, fitted with incandescent electric light and bells. The dining saloon is a particularly fine apartment, situated forward on the spar deck, with windows and doors on all sides, affording perfect ventilation and an unobstructed view. The engines are triple expansion, capable of developing great speed, and the construction of the steamer throughout bears ample testimony that no expense had been spared in her building to make her the finest in her class.

The Halifax is one of best equipped vessels sailing between Nova Scotia and American ports. The promenade deck is 240 feet long, fitted with awnings, easy chairs, camp stools, etc. The vessel is fitted with electric bells in each stateroom and cabin, and is electric lighted throughout. The grand saloon is a spacious and finely-furnished apartment, 80 feet in length, 40 of which extend the full width of the ship. At the head of the saloon stairs there is a comfortable smoking room. From the saloon broad stairways lead to the main deck, which is divided up into staterooms. After this is the ladies' cabin. A wide passageway leads from the saloon to the forward part of the ship, which is known as "Social Hall." This is also beautifully furnished and fitted up. In the passageway between the Social Hall and the saloon are situated the bath

room, purser's room etc. Throughout the ship are settees and lounges, and indeed every modern convenience for the comfort of the traveller will be found on board. On the promenade deck there are commodious staterooms, much in demand during the summer months.

The Olivette is better known in southern waters (where the enthusiastic Spaniards have termed her the "Flyer of the Gulf") than here in the north, but it has been definitely settled that no vessel of her tonnage sailing out of Boston engaged in provincial trade can begin to steam with her for any length of time, and her record between Boston and Halifax is likely to remain the top notch for many years to come.

Everything about these steamers betokens that the greatest care is exercised by those in authority in keeping them up to a set standard. The cleanliness which everywhere prevails throughout saloons and staterooms, the burnished brasses and polished woodwork, the painted and well scrubbed promenade decks, all are in evidence that a stitch-in-time-saves-nine policy is a rule on these ships. The table set is equal to that of a hotel on shore, the run between ports being so short that it is possible to keep them supplied with everything fresh and in season that the markets of Boston and Halifax afford. The service is excellent, the trained waiters being courteous and obliging.



# Nova Scotia Illustrated,

AN ILLUSTRATED MONTHLY JOURNAL, PUBLISHED AT HALIFAX, N. S.  
BY G. H. BRADFORD, FROM 41 SACKVILLE STREET.

SUBSCRIPTION PRICE, ONE DOLLAR PER ANNUM.

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. JUNE, 1895. No. 3.

Passengers before leaving Boston should see that their trunks are checked, otherwise they are liable to be left behind.

In our next issue we will publish a list of summer tours, giving routes and rates to the principal resorts in Nova Scotia and Cape Breton.

The Armstrong Transfer Co of Boston check baggage through and transfer same from all railroad stations in Boston via the steamers of the Canada Atlantic and Plant S. S. Line.

"They" say the new Plant Line slier, which is being built at Newport News, Va., will leave Boston at noon and reach Halifax at eight o'clock the following morning.

The Quebec Steamship Company is to have a new steamer on the route between Pictou and Montreal the coming summer to take the place of the old "Miramichi." Her name is the "Campana."

The steamers "Olivetto" and "Halifax," well known as the Plant Line flyers, have recently been making some quick passages, the "Olivetto" landing her passengers in Halifax 24 hours after leaving Boston.

From all indications a large number of tourists will visit Nova Scotia during this summer. A large number of state rooms have already been secured on the steamers "Halifax" and "Olivetto" for the month of July.

The fourteenth International Convention of Christian Endeavourers is to be held this year at Boston, commencing July 10th. The Canada Atlantic and Plant S. S. Line will issue special excursion tickets between Halifax and Boston, good until July 31st.

The Canadian Government collect a deposit of duty on cameras, guns, bicycles, etc., entering into Canada. Passengers who purchase and hold return tickets viz the Canada Atlantic and Plant Line can obtain a refund of the deposit so paid at the Company's wharf, Halifax, when returning.

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We will allow no flies to linger on Nova Scotia Illustrated.

## 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.

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## 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 position 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.

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## The Maritime Provinces

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LESS than a generation ago the Maritime Provinces of Canada were as far removed from the ordinary course of tourist travel as is the Island of Newfoundland to day. Within a score of years, even, their beauties were unknown save to those who were willing to sacrifice their comfort, journey without the aid of railways and rough it for hundreds of miles in what was then, as much of it is now, a land of the forest and stream. The railway era had begun, but there was little more than a beginning. Here and there was a piece of road connecting two points, which were then, and seemed destined to be unimportant and slow of growth. Wide gaps separated the principal cities, and a wider gap separated the provinces by the sea from the rest of the great Dominion. The most convenient way of reaching this part of the world from Quebec, or any point west of it, was by a round about railway journey through the United States, and thence by a sea voyage to St John or Halifax. The tourist who wrote a book came occasionally, and found much to interest him. Then he went home, and told the world what a quaint and curious country he had found by the shores Down East. Under the most favorable circumstances he had seen very little of it, but he knew more about it than most of his readers knew, and his story, a burlesque though it might be, was an authority with the rest of the world. Since then the times have changed.

In the meantime, busy hands were at work in the Provinces. The gaps were closing. The construction of the Intercolonial Railway had been one of the terms of confederation, and year by year the work was pushed forward until there appeared one of the most substantially constructed and best equipped lines in the world. To day there are about 1,200 miles of Government Railway connecting the City of Quebec with the Maritime Provinces, while the numerous connections, under the control of private companies, aid in giving access to some of the most attractive places for summer travel to be found on the continent of America.

In former years, before the American tourist had been awakened to the possibilities of this country, the usual goal of summer journeyings was the City of Quebec. Reaching that place the steps were retraced, and with good reason, for beyond, to the south and east, the map showed nothing to tempt the pleasure seeker any further. On the map of to-day may be traced a line which stretches along the lower St. Lawrence, through the famed Metapedia Valley, skirting the equally famous Baie des Chaleurs, and on through New Brunswick and Nova Scotia to the city of Halifax. Arms reach out here and there, reaching to St. John on the west, and Sydney, Cape Breton, on the east, while still another branch traverses the Garden of the Gulf, known as Prince Edward Island. This is the Intercolonial railway. Built from a commercial point of view, the wonderful opportunities for the health and pleasure seeker were never dreamed of in the early days. Now it has become the great avenue of travel for those who seek rest and recreation in a glorious summer laud.

Not that there ever is a crowd or a rush, such as the true pleasure seeker aims to avoid. In the area of territory reached by this railway there are so many which attract that the lover of quiet in nature can always find his peaceful haven. It is a country of refreshment and rest for those who desire such, as well as a paradise for the fisherman and sportsman. One can enjoy the solitude of nature, free from the intrusion of the crowd, and yet have all the privileges of the daily mails and telegraph. And withal it is a part of the earth in which one may procure a maximum amount of pleasure with a minimum of outlay.

To the world weary tourist, who has been used to the confusion of the conventional summer resort, there may come a vision of this country, — a country 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 then visit the farmyards 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 harbors, where even the frail canoe may float in safety, yet be upon the waters of the ocean, and upon the smooth sand beaches of which 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 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.

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, 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.

### THE CITY OF QUEBEC.

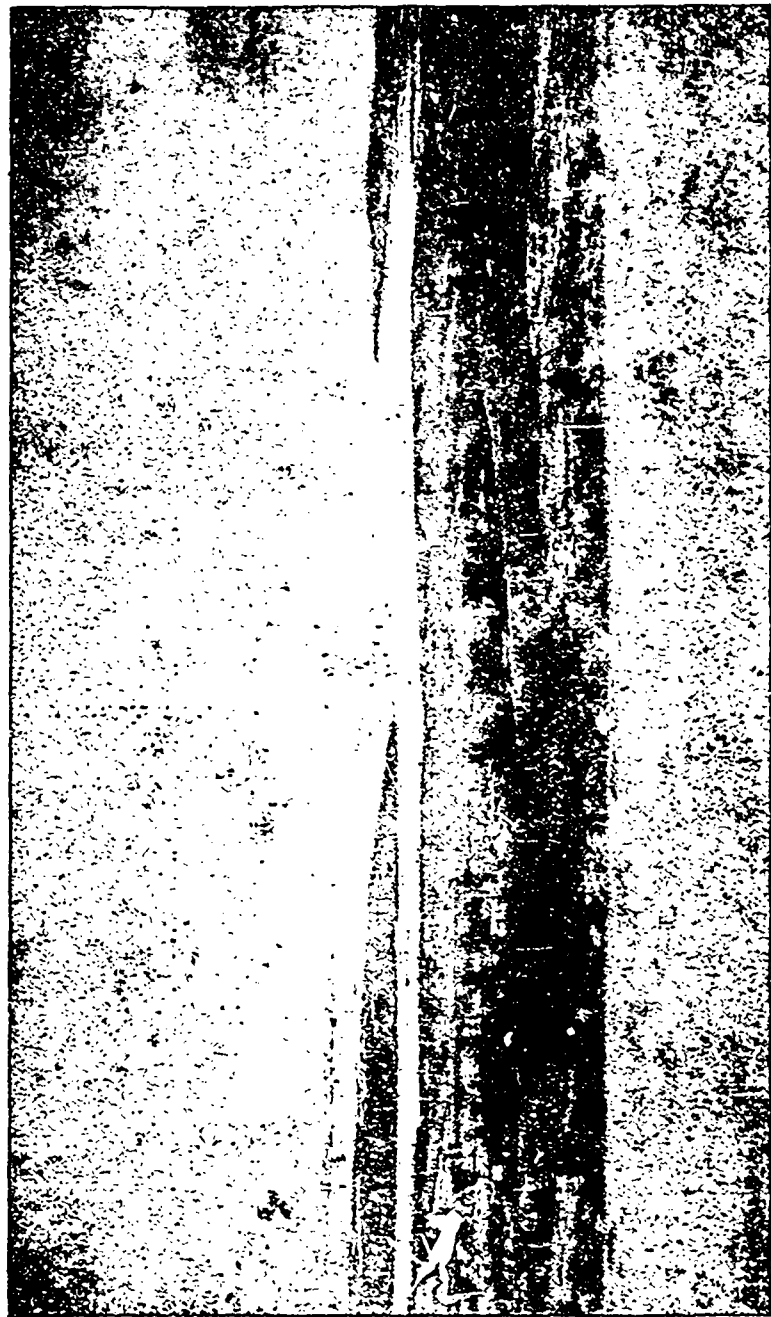
It is a restful place, and a fitting point from which to enter upon a land which offers rest. It is unique among the cities of the continent. Could one forget his past and live only in the thought of his surroundings, he might imagine himself dropped down in some corner of Europe. To him who has come from the busy cities to 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 which 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 has 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.

If he wanders through the Lower Town, it may be that the first thing to attract his eye will be the church, bearing on its front the date of 1688. It was begun in that year, and when two years later, under Sir William Phelps, they instituted the fete of Notre Dame des Victoires, which title, upon the occasion of a later victory, was bestowed upon the church. It is one of the monuments of

the city, but by no means the oldest, nor is it the less interesting from the fact that it was reduced nigh to ruin in the fierce cannonading that preceded the planting of the flag of England on the citadel. Then, having seen this, let the visitor glance at the thrifty French farmers and households, as they present a bright and animated picture of the present, marketing their wares in the open square wear at hand. There is more to be seen in the Lower Town, but let us hasten up the curious passageway known as Breakneck Stairs, take a turn to the left, and we are on what is historically holy ground.

There is so much to be seen that only the local guides can point it out, and even they are sadly lacking. Everywhere are monuments of a strange and eventful history. Yonder is the Basilica, or French cathedral, begun in 1647, when gay Louis the 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 of 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 Van Dyck. In the troublous 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



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romantic,—the theatre which has witnessed some of the grandest scenes in the dramas played by nations.

The story of Quebec is recorded in history, but no historian can do justice to the theme. From the day when the fleet of the intrepid Cartier cast anchor down to the hour when the last gun was fired in anger from yon batteries, the story is a romance which fiction cannot surpass. What scenes of hope and fear, of deep patience, undaunted courage, and unflinching zeal, have these old rocks witnessed. What dreams of ambition, what bold projects for the glory of God and the honor of France, have here been cherished. Hither, from across the sea, came heroes. Some sought fame, and found nameless graves; some grasped for wealth, and miserably perished; while some, animated solely by the zeal for the cross, won martyrs crowns in the distant wilderness. For a century and a half the banner of France waved on this rocky height. Priest, soldier and citizen had followed the "star of empire" to the western world and found themselves in another France, of which Quebec was to be the Paris, and within the vast territories of which should arise a mighty nation. Here was the seat of the power of France in America; within these walls were held the



Councils of State; and from these rocks went forth the edicts for the temporal and spiritual guidance of the people.

For nearly a century and a quarter the English flag has floated over the citadel, but the language, customs and religion of France remain. The Vandalism of modern improvement has not spoiled the features of Quebec, some of the old historic buildings are gone, but many remain. We may still view the solid masonry of two centuries ago. We may stand where the people of the Ancient Capital stood to praise God for deliverance from the invader; we may stand within the shadows of the old Cathedral, among rare old paintings by master hands, and think of the days when these walls echoed the *Te Deums* for the victories of France, we may roam through queer, crooked streets, and enter quaint old houses, in the dark corners of which we almost look for ghosts to come to us from by-gone centuries.

Of all the French settlements in Canada Quebec best retains its ancient form. The hand of time has swept away the ruins of Port Royal, and the grass grows over what was once the well nigh impregnable Louisbourg; but Quebec remains, and will remain, the Niobe of the cities of France in the western world. Here lives Europe in America; here the past and the present meet

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**HALIFAX, NOVA SCOTIA.**

together; here the seventeenth and the nineteenth centuries jostle each other in the narrow streets.

Everyone visits the citadel, and is impressed with the wonderful natural advantages of the position. Had Montcalm remained within these walls, the courage of Wolfe would have been displayed in vain. As it was, fifteen minutes changed the destinies of New France, and made two names inseparable and immortal. Ascend the bastion and the panorama of the St. Lawrence and its shores is simply superb. Here one could sit for hours

"And come and come again,  
That he might call it up when far away."

To see the places usually visited outside of Quebec, one may employ a carter to advantage. There are plenty of them and the local guide books give them a high character for honesty, but the safe course is to make agreement as to price before starting, which agreement is arrived at by a species of Dutch auction, commencing at the figures named by the carter and bidding down until a fair price is reached. The more carters there are present the more interest is attached to the proceedings, and the better chance there is of a good bargain. The men, as a rule, are cheerful and obliging so much so, that when you trust to them as guides, they will tell you more than the historian and geographer ever dreamed of in their philosophy. A book written by a foreigner on the basis of a carter's narrations would be a very readable volume.

Outside of the city you drive to the Plains of Abraham, and picture out the scene of that eventful morning in September, a century and a quarter ago. The inscription on the side of Wolfe's monument is as graphic and expressive as any sentence in the English language: "Here died Wolfe victorious!" It speaks volumes in the compass of a breath; it is sublime in its brevity.

Let those who love a scene of tranquil beauty go at the close of a day in the summer to the Dufferin Terrace and linger during the long twilight of the evening. The heat and glare have passed away, and a gentle breeze comes from the river. The last rays of the setting sun are gilding the hills on the shores beyond, while the line of the distant mountains is blending with the sky. For miles and miles the eye follows the river as it flows in silent grandeur to the sea. Distant sails seem like the white wings of sea birds, while "day in melting purple dying," lulls the mind into a dreamy calmness. The shadows deepen. The lights of Levis begin to cluster; the houses in the Lower Town are becoming ghostly in the gathering darkness; the sound of soft music comes from an open casement. We are amid scenes fraught with strange memories. Here stood the stately Castle of St. Louis, where, for two hundred years, the French and English rulers held their court. Its glory departed amid a whirlwind of fire. Far below we can trace the outline of a street. It is Champlain Street. How black it looks; it reminds us of the darkness of that winter morning long ago, when Richard Montgomery and his men rushed through it to their death. Everywhere around us have the horrors of war been felt; and to night all is so peaceful that the thought of war seems out of harmony with the scene. The bells from the shipping in the harbor sound musically through the air; the plaintive notes of the bugle are borne to us from the citadel; and the flash and roar of the evening gun tells of night fallen upon the Ancient Capital.

Poets have sung of Quebec, but it is a poem of itself which no language can express; its memories linger in the mind like the sweet remembrance of harmonious music heard in the years long passed away.

#### THE LOWER ST. LAWRENCE.

It has cost the British Government millions of dollars to construct the system of fortifications that crown the heights at Levis, on the opposite side of the river from Quebec. The chances are that the guns will never be fired in anger, and that ocean steamers, rather than cannon, will continue to yield the smoke which casts the shadows on the broad and beautiful St. Lawrence.

The journey over the Intercolonial railway begins at Levis, and for the next two hundred miles or so the traveller passes through a purely French Canadian country. One after another the typical villages come in view, with their low lying buildings and quaint cottages, built to withstand the keenest cold of winter. In the midst of these looms up the church, usually a substantial edifice of stone, while here and there a large wayside cross, on some distant hill, stands out in bold relief against the sky. A quiet people are these habitants of the Lower St. Lawrence, simple in their tastes, primitive in their ways, and having an abiding devotion in their mother tongue and mother church. The opening up of the country has changed them a little in the large villages, but as a whole they are much as they have been for the last two hundred years. Their ways are nearly as the ways of their fathers. The railway and telegraph of the nineteenth century run through a country in which hundreds of people are to all intents and purposes in the seventeenth century. Not to their disrespect be this said, but as showing the tenacity with which they adhere to their language, manners and customs. They are as conservative as any people on earth. Where innovations are thrust upon them by the march of progress they adopt themselves to the changes; but, where they are left to themselves they are happy in the enjoyment of the life their fathers led, and are vexed by no restless ambition to be other than they have been. Their wants are few and easily supplied; they lead peaceful and moral lives; and they are filled with an abiding love for their language and a profound veneration for their religion. By nature light-hearted and vivacious, they are optimists without knowing it. Inured to the climate they find enjoyment in its most rigorous seasons. French in all their thoughts, words and deeds, they are yet loyal to the British crown and are contented under British rule. The ancient laws are secured to them by solemn compact; and their language and religion are landmarks which will never be moved.

(To be continued.)

'I must keep this deed quiet,' as the murderer said while planting his victim.

Pat—'Phwaro's mo g'alluses?'

Mary Ann—'Shure an' Oi have them on. It's the athoyle Oi have to kape up, Patsoy.'

Pat—'Well, yez hand thim over. Oi have something of more importance than the athoyle to keep up.'

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Catalogues and Prices on application.

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Opposite Railway Station. Carriages at depot for Clifton and Hillsdale Houses. Boats on Streams for Fishing.

D. R. McCLELLAND.

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Go to J. A. Bennett, Dominion Street, Truro, N.S.  
Telephone No. 10.

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Near Victoria Square.

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Your **WATCH** or Clock, or make you any Piece of **JEWELLERY**, or Sell you a **SOUVENIR SPOON** of "Joe Howe Falls," Victoria Park, TRURO, N.S.

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Iron Ships Repaired. Ships' Tanks, Girders, Smoke Stacks, and all Sheet Iron Work promptly executed. Boiler Repairs and General Blacksmith Work attended to.

All Work guaranteed. Correspondence solicited.

**WHEN?—THEN.**

When all tickets are round trips, and no extra charge for trunks or grips :  
When your baggage never comes in strips, and lunch-stand coffee's made by drips,  
Then—! The happy days will come.

When your trunk is brought up-stairs, and he who brings it collects no fares ;  
When he never stands and stares, and for a quarter waits and glares.  
Then—! The happy days will come.

When the sandwich is fresh and clean, and has some ham in between ;  
When once in a while we get some cream, and when the milk is not all a dream,  
Then—! The happy days will come.

When eating house steaks are not too tough, and spring chickens are young enough ;  
When the "ads are not all stuff that say—" first class and do not bluff,  
Then—! The happy days will come.

When you want your window up, and the other man who wants it up ;  
When 'tis fired—the thick lipped coffee cup, and the woman with the poodle pup,  
Then—! The happy days will come.

When the drummer forgets to flirt with everything that wears a skirt ;  
When roller towels are free from dirt, when burning cinders your eyes desert,  
Then—! The happy days will come.

When trains can pass on a single track, and not into a siding have to back ;  
When they do not collide with a whack, and passengers are not gathered in a sack,  
Then—! The happy days will come.

When all the seats are on the shady side, and every fellow has a fair divide ;  
When the newsboy will cease to hide, his books and papers by your side,  
Then—! The happy days will come.

When there is no upper berth, and the lower only a dollar worth ;  
When there's laughter and merry mirth, and of "kicks," a dreary dearth,  
Then—! The happy days will come.

When Inter State laws are not passed, and commissioners safely may be sassed,  
When the rates reduce and we are passed and travel free as in the past,  
Then—! The happy days will come.

**REALITIES.**

When I proposed to my dear Bella, I was a reckless sort of fellow,  
For nothing cared a cent.  
I only dreamed of love and joy, and thought of nothing to annoy,  
Most certainly not rent.

I thought our future life would be a round of fetes and dreamed that we  
Should always have the power  
To live on love, and dance and sing, and never thought of such a thing  
As meat or bread or flour.

That, when we twain were "bound in one," of care or trouble we'd have none,  
But be such happy souls.  
The warmth of love would all suffice : I had arranged all things so nice,  
But never thought of coals.

But now, alas ! I'm wed, I find these things will enter in my mind  
In spite of all my power :  
A waking nightmare seems to press upon my brain which wears a dress  
Marked sent, coals, meat and flour.

And what the future may supply, I dare not think for fear that I  
Shall find that yet worse is.  
A legion fiends arise to view, each crying out, "Here's something new."  
Some doctors and some nurses.

Willie Grow—Do you object to cigarettes ?  
Ethel Knox—No, indeed ; only to the people that smoke them.

Mrs. Dogood—Why don't you go to work ?  
Dusty Rhodes—So many people ask me that question that I get too tired.

Miss Blaze—Why do you always refer to the men as the "stern" sex ?  
Female Reformer—Because they are so far behind the times, of course.

It is said that a dexterous gripman on a cable car is able to knock down more fares than the conductor.

Teacher—Frankie Fizzle-top, you were late this morning.  
Frankie Fizzle-top—Yes m. We've got a new baby at our house.  
Teacher—Well don't let it happen again.

"Mino is indeed a hard lot ?"

The old, decrepit man rested from his labors and bared his head to the cool winds of heaven.

Unaided, alone, he had toiled towards the realization of his hopes only to meet the crushing obstacle. As the full force of the calamity burst upon him he murmured again :

"Mino is indeed a hard lot !"

It certainly was.

He had been digging a cellar, and at the depth of three feet had struck bed rock.

Throwing down his pick, he started out to find a drill and a few sticks of dynamite.

Author—I saw you shed tears to-night over my play. Were you touched ?

Manager—Yes ; for I lent a thousand dollars, judging by the slimness of the audience.

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Hot and Cold Bath, Large Dining Room and liberally supplied Tables. Best of Livery Teams supplied at short notice. Carriages convey Guests to and from Boats and Trains free of charge.

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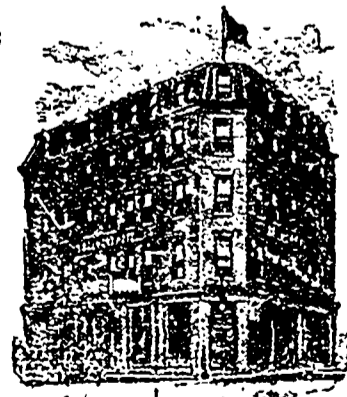
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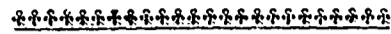
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Our Ginger Ale and Aerated Waters are unsurpassed.

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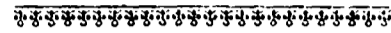


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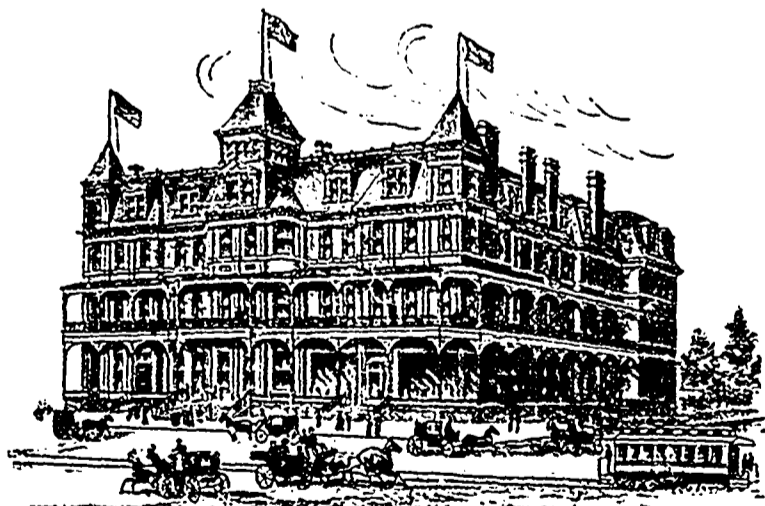
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Our Lines of Wall Paper and Window  
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Near to Royal Station and Boat Wharf.  
**DEALERS IN DRUGS AND PERFUMES,**Toilet Articles, Views of Old Fort and Island,  
India Work, Souvenirs of Annapolis, Cakes,  
Chocolates, Pipes, Tobaccos and Cigars, and  
Stationery.**A. E. ATLES, 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.**CLAYTON & SONS** are in their new building, Halifax, N.S., and are showing  
a large line of clothing.**Dominic**—Do you managers believe in elevating the stage? **Manager**—  
You bet. This summer we'll all move up to the roof.**HURLEY, TEAS & Co.** carry a large stock of Confectionery and Fancy  
Groceries for Tourists, as well as having the Finest Ice Cream Parlor in Canada.**Brooks**—Don't you get a bit lonesome in Brooklyn? **Bridges**—Lonesome!  
We're even glad to see mother-in-law.Select your Furniture from **GORDON & KEITH**, Halifax.**Sergeant**—Case of D. T.'s, eh? **Toole**—Prisoner saw Waring's night  
sweeping gang dressed in white duck, and then he began to yell.See the fine line of Gent's Furnishings at **COLWELL BROTHERS**, Halifax. To  
see is to buy.**Gabriel**—What on earth have you been doing to this page in the ledger?  
**St. Peter**—Going over Napoleon's record, in view of recent developments.If you go to **M. S. BROWN & Co.**, Halifax, and ask to see their line of  
Precious Stones you will be well repaid.

Bicycling is healthy, but I'd like to place

A wager or two 'round the town  
That a girl doesn't ride far the bloom on her face,  
But the bloomers she wears lower down.**W. H. SCHWARTZ & Sons** pride themselves on their Pure Spices they are  
putting on the market, and the increase of sales show that the people appreci-  
ate a good article.**Jack**—Oh, it makes me tired to take Jess to a ball game. **Tom**—Why?  
**Jack**—She thought the catchers did so well, considering that they only wore  
one glove.The sole agency for Nova Scotia for Howe Scales is at **Wm. STAIRS, SON &**  
**MONROE**, Halifax.**Mrs. Hicks**—I can't hardly afford to pay \$20 a month. **Bridget Broket**—  
So the girl next door told me. **Mrs. Hicks**—Did she? Her mistress said that.  
When can you come?**A. R. FLETCHER & Co.**, Truro, say the Frontenac Carriages built by **KING-**  
**STON VEHICLE Co.**, Kingston, Ont., are having a great sale this season.**Hayseed**—Isn't it mighty dangerous to go out in New York when there are  
so many collisions? **Citizen**—Oh, no; why, Broadway runs into half a dozen  
other big streets continually, and nobody is ever hurt.**CHAS. P. MORGAN**, of Truro, can and will make you anything in the line of  
Jewellery you may want.**Mrs. Hicks**—You know the girl who screeches next door. **Hicks**—What  
has happened to her? **Mrs. Hicks**—Nothing; not a thing. She's to be mar-  
ried next month.About time to think where you will buy your fruit this season! Go and  
see **HENRIAN & DEVINE**, Halifax. They are the largest dealers, and therefore  
can use you the best.Go to Boston by **PLANT SS. LINE**. Only one night at sea, and good ac-  
commodation.**Algie**—What are your chances with Ethel, think? **Chappie**—She said she  
would be tempted to marry me if anything should happen to her dog, and he  
sneezed twice while I was there last night.The trade journals are full of the unparalleled advance in leather and the  
corresponding rise in the price of footwear, but a visit to the Shoe Establish-  
ment of **L. HIGGINS & Co.** will convince most people that the above shoe firm  
must have a corner in shoes, the Styles being up to date, and the prices—well,  
down to hard-pan.**Satan** (at the gates of Sheol)—Who are all you people? **Dude**—We are  
the first swell coaching party of the season. I was the amateur driver. **Satan**  
—Good. Leave your party here and go up for a new coachload. I always be-  
lieve in encouraging merit.**She** (looking at Photo Views)—Why, where did you get those lovely views of  
the Land of Evangeline and Annapolis Old Fort? **He**—I bought those at the  
**ANNAPOLIS ROYAL DRUG STORE**, where I got those Souvenirs when I was in  
Annapolis.**Papa**—Marie, I told you that your fiancee might kiss you just once during  
an evening, as I don't approve of it; and last night he was kissing you for two  
hours steadily. **Mario** (blushing)—Yes, papa, but it was all one kiss. **Papa**  
(relenting)—Well, he'll do. The man who knows a good thing and hangs on to  
it like that has a future before him.It was the first quarrel during the honeymoon. The bride was giving the  
young doctor, her husband, particular fits. Hold your tongue! he shouted.  
She simply looked at him. I don't think you are quite well, he said apolo-  
getically, and I mere'y asked you to hold your tongue out.**Mrs. Prim**—I think it is too terrible for anything, the way these preachers  
go in for sensations. **Old Prim**—Well, what now. **Mrs. Prim**—Here's one  
who actually preaches on the subject of the bicycle. **Old Prim**—Are you sure?  
**Mrs. Prim**—Well, it sounds like it. He calls it a sermon on the mount.**THE NOVA SCOTIA SCHOOL****Horticulture**

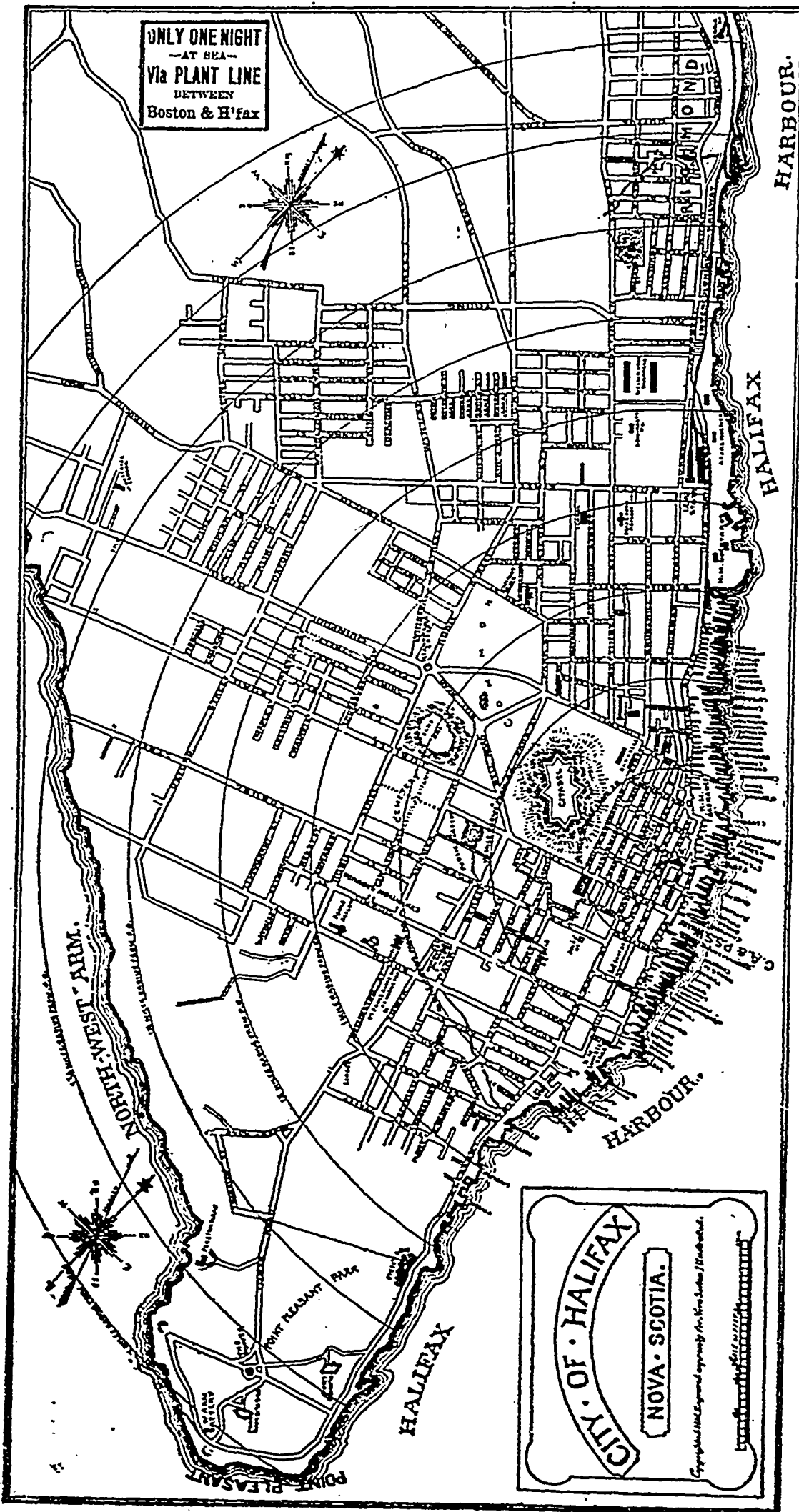
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Land of Evangeline, and  
The Annapolis Valley.For Sale by **O. W. TRENHOLM**, Grand Pré;  
**J. F. HERRIX**, Wolfville, and at the Studio,  
Kentville.**SOUVENIRS**  
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Pins, etc., and in Specimens.  
Souvenir Books, Souvenir Spoons, French Wood  
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Grand Pré, Basin of Minas, etc.**J. F. HERRIX, WOLFVILLE, N.S.****Wolfville Book Store**HEADQUARTERS FOR  
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Styles.  
FRUIT PACKAGES A SPECIALTY.

NOVA SCOTIA ILLUSTRATED.



**A DDUBIOUS COMPARISON.** Tompkins—What do you think of Charlie Talkington? Miss de Smith—I rather admire him. He is quite a young Samson. Tompkins—Perhaps you are right. Samson, you know, was the man who slew his enemies with the jawbone of an ass.

**A MISTAKE.** Frenchman—Your society is so different from zat of France. You haf no political salons in zis country. American—No political saloons! That's where you're entirely mistaken. Why, every one of the aldermen keeps one.

**IN FAVOR OF RAPID TRANSIT.** Charlie (leaving the race track)—How did you make out, Jack? Jack—First rate—named four winners, and there's only one thing I need to complete my enjoyment. Charlie—What's that? Jack—I wish I could ride home one of them instead of on Mr. Corbin's special stickfast lightning express.

**AN UNEVEN BALANCE.** Cholly—What's the mattah, me deah fellah? Y' look all played out, y' know—stiff neck? Dolly—Aw—er—Chollie, me barber shaved me closah on one side than on the ottah, and I'm nearly—er—er—worn out trying to keep me head stwaight.

**A BOASTER.** Alderman McGurk—Phwat do ye think of Alderman Flynn? Alderman O'Taff—Begad, he's fearfully consated. He was sayin' yesterday that he was the biggest thafe on the board.

**NOT AT A LOSS.** Katie (aged five years who doesn't like to say 'please')—Papa, pass the bread. Papa—If—what my dear? Katie—If you can reach it.

**NOT SO WELL SEASONED.** Goodman—How is it, Lusher, that you can't manage to keep sober? Lusher—Don't know. I guess (hic) I can't stand much liquor as you can.

**EXPERIENCED Saloonkeeper.** Have you had any experience at tending bar? Applicant—Well, I have been an assistant in a Kansas drug store for three years. Saloonkeeper—I guess you'll do.

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MELVILLE ISLAND, NORTH-WEST ARM, HALIFAX.

## Faithfully Preserved Nature.

— O —  
 THAT IS HOW DOUGLAS SLADEN, THE AUSTRALIAN POET AND JOURNALIST,  
 DESCRIBED THE GREAT PARK AT HALIFAX, N. S. — OTHER THINGS HE  
 SAW TO ADMIRE THERE.

(From the *St. John N.B., Sun.*)

What a change from the floating hotel on the Fall River to the taut sea bull dog Halifax, trading from Boston to Halifax. The change is from luxury to sturdiness; in fact from the American to the Canadian. Not that the Halifax is not as luxurious as an ocean-going boat of her size could be. She has a delightful saloon, but that she is essentially an ocean going boat which all the winter through has to face the wildest weather in the world. She is the model of a ship of such a line, built of steel, with tremendously powerful engines and not an inch of unnecessary top-hammer, and in the moment of danger the face of the genial Canadian commander takes a grim, undaunted expression which makes him look like one of Nelson's captains in the great pictures of England's sea fights at Greenwich hospital. R. N. is written in every line of Capt. Hill's face.

A fair passage brings us to Halifax, and as we glide between the formidable batteries which guard this noble harbor, our eyes gladden at the sight of the beautiful white ensign, which guards the commerce of England in all the countries of the earth, floating over the stern of the queen's ships, and the Union Jack shining over the summit of the citadel British soil again. Uncle Sam, like St. Michael, is good to strangers, but it is better to stand in one's own country in whatever continent the particular bit of one's country may be. Britain is not two small islands, but an empire twice the size of the United States, Canadian, Australian and what not.

But to return to Halifax. Halifax is a beautiful place, a rus in urbe, a city full of turf and trees clustered round its citadel as a medieval town grows under the shelter of its castle. It has its citadel for a heart and the arms of the sea to embrace it. It has charmingly laid out public gardens, a public park yet more charming, because it is not laid out at all, but simply faithfully preserved nature, and delightful villas embowered in the woody banks of "The Arm." The city is enlivened moreover with naval and military pomp.

Stately men of war ride in the harbor, while dashing sunburned British officers and well set up, scarlet-tuniced Tommy Atkins capture the feminine hearts of their respective grades in society. For Halifax is as particular about its society as an English garrison town. We spent a day in Halifax to drive through its pleasant streets, admire its court house and one or two other fine old mansions, go over the seat of the provincial legislature and supreme court,

and wander reverently round its old church, full of monuments to scions of the titled aristocracy of England.

The English founders of Canada were literally men of the best blood in England.

As we left Halifax by train for Windsor we were enraptured by the beauty of the environs.

The magnificent wooded "Arm" was succeeded by a bewildering tangle of lake and forest and hill, rivalling Norway.

He took his winter flannels off, his fond wife's warnings scoffin',  
 He got a cold and then a cough and afterwards a coffin.

When other lips and other hearts their tales of love shall tell,  
 It's dollars to a doughnut she'll ring the chestnut bell.

A soldier of the legion lay dying at Algiers  
 When a comrade stopped beside him with a platter full of beers.  
 He reached out quickly for them and swallowed eight or nine,  
 Then lit out for Bingen, fair Bingen on the Rhine.

NONE THERE.—Visiting Englishman—Why don't you Americans pronounce the middle e in Connecticut? Mr. Maubattan—There isn't any sea in Connecticut, you know. There's only the Sound.

GUESSING THE GIFT—Benedict—Well, old man, I don't look as if I were forty-five yesterday, do I? Here, have a cigar, take a couple of them? Bachelor (who's been there before dubiously)—Hum. How's your wife?

THE VASSAR GRADUATE—What are you reading, Tom? Tom—Hood's poems. The Vassar Graduate—Which do you like better, The Bridge of Sighs, or the Tale of the Shirt?

HE HAD EXPECTATIONS—First boy (to second boy, who has been fishing)—Catch anything? Second boy—I haven't been home yet.

HOW SHE WORKED IT—Did your husband think \$30 a big price to pay for a bonnet? She—Why he never noticed a little thing like that. I showed him the bill just after the ice-man had presented his.

SLIGHTLY MISTAKEN—Miss Antique—One of my great-grandfathers was a Colonel in the revolutionary war. Candid Friend—I always heard it was your father.

AN IRREPARABLE LOSS.—Yes—a tear stole down the bronzed cheek of the Chilkat thief—A freshet swept away our village. The prayer poles that stood besides my door could not have been saved, but—the stranger white man gazed at him inquiringly—It was an hour of peril and—again he sobbed—My braves refused to tote 'em. Living as he did in a land where family trees cannot be duplicated, 'tis small wonder that he took the proffered flask and sought to drown his grief.

## YOU WANT



An Umbrella,

A Leather Satchel,



A Scotch Travelling Wrap,

A Fur Garment,



A Silk Dress,



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A Bit of Velvet, Silk or

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THE LARGEST AND MOST COMPLETE Hotel in Western Nova Scotia. This Hotel, in point of location, surpasses all other hotels in town. Facing the south, with its light, airy rooms and plenty of sunshine, gives it a prominence excelled by none in the town. In this Hotel are a number of fine Sample Rooms, Bath Rooms with hot and cold water. In fact, all the modern conveniences found in a first-class hotel.

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STEAMBOAT WHARF, YARMOUTH, N.S.

## Mineral Wealth of the Maritime Provinces.

On the other hand the last Nova Scotia report contains an account of a remarkably favorable operation of a mine of high grade ore yielding \$450 worth of gold to the ton of quartz. This mine is at Cariboo, and was operated in 1892 by G. W. Stuart for the owners, the Truro Gold Mining Company. The property had been neglected, and the machinery and works were out of order when Mr. Stuart took charge in October, 1892. He struggled through a month without extra expense, and finding the prospects good removed the old machinery and put in new, after which he resumed operations. In all 52 tons of quartz were extracted.

In view of the fact that gold bearing quartz is found scattered over a great portion of the immense field mentioned, that new discoveries are being made every few days, and that the cost of production is steadily reduced, there is reason to believe that gold mining in Nova Scotia is yet in its infancy, and that the day is coming when this province will be one of the most important gold producing countries of the world. Already many respectable fortunes have been made in Nova Scotia gold mines. It is impossible here to mention many instances, or to enumerate the districts which have been most successfully worked. But it may be mentioned that one property at Salmon River has turned out \$250,000 at great profit to the owners. In this case the ore was of a low grade, yielding only \$6.00 to the ton. The Sherbrooke fields have produced gold to the value of \$2,340,000. Several investors have secured handsome fortunes out of Montague and Waverly diggings within a few miles of Halifax. Oldham mine is one of the oldest, largest and steadiest producers in the province. Extraordinary yields have been continuously obtained from Molega in Queens county. Another important district is Stormont, where work has been carried on spasmodically for many years with considerable profit to the owners. Within the last three years the Antigonish Mining Co. purchased a property there and have found this mine one of the best producers in the province, and exceedingly profitable to the shareholders. Near by is the property of the County Harbor Gold Mining Company of St. John, New Brunswick. This company has done a great deal of development work, and has now got squarely to work at actual gold mining. The work of both companies in this neighborhood has developed a belt from eight to sixteen feet wide of which some three-fourths is crushing material, giving an average value calculated to be \$10 or \$12 per ton. The cost of mining is put down at \$3.50 per ton. Farther to the eastward Isaac's Harbor is the centre of a district that has been worked in several places with success. Many other districts throughout the extensive gold ground of Nova Scotia might be discussed, but the above are described as specimens of the actual and profitable gold working in the province. Taken on the whole gold mining in Nova Scotia has been a most profitable employment for labor and capital, and is to-day under capable and careful management as satisfactory an investment as is obtainable.

But Nova Scotia does not monopolize the gold properties of Eastern Canada. Across the New Brunswick border in Memramcook there are properties now in course of development which are represented as of great value. They are of the low grade series, the gold being contained in rock and among gravel. By reason of the great quantity of material and the ease with which it may be obtained, the precious metal can be got out for remarkably low cost. If the assays made are sustained by the regular products these mines will show great profits. As an indication of the activity of gold mining enterprises in Westmoreland county, the fact may be mentioned that one number of the *Royal Gazette* issued in June, 1892, contained twenty-five applications for license to search, from ten different applicants, and covering 1329 acres.

Among the Canadian exhibits to the World's Fair at Chicago is one collection of seven pieces of quartz weighing twenty-one pounds. These contain 40½ ozs. of gold, the finest, experts have stated, ever placed on view anywhere. A glance at the specimens reveals pure, rich masses of the precious metal jutting from the baser material in abundance. The ore yields \$75,000 per ton. The seven specimens were sent by the Nova Scotia Government, \$800 bonds having been entered into for the safe return of the exhibit after it had served its purpose in the West.

## COAL.

From Newcastle on the north shore of New Brunswick to Sydney at the extreme east of Nova Scotia, a matter of 420 miles or so, the Intercolonial Railway is never far from a coal field. South-east of the Miramichi, where the railway crosses, and about fifty miles away lie the Grand Lake coal fields of New Brunswick. As one proceeds south along the line, these fields come nearer and then again recede. At Moncton he may be forty miles from Grand Lake. Then he begins to draw near to the Cumberland coal fields. At Maccan the road passes in sight of coal fields on each side of the line, and within twelve miles of the branch leading to the Canada Coal and Railway Company's extensive works at Joggins. Springhill Junction, five miles from the Springhill coal fields, is passed twelve miles farther on. Small and partially developed areas follow at intervals between Springhill and Truro. Proceeding eastward from Truro forty miles brings one to Stellarton, which is the centre of the extensive coal fields of Pictou county. There are coal deposits in Antigonish. When the Straits are crossed the Cape Breton railway leads into one of the greatest coal fields in the world, while if a turn were made to the left, after passing the Strait, a few miles would bring the traveller to the coast where there are at least 125 square miles of coal.

The greater part of the Nova Scotia coal fields are on the coast or on the banks of navigable streams. Those of New Brunswick lie on the bank of Grand Lake which opens into the St. John river. Coal has been mined more or less from these last mentioned banks since the country was settled. Coal mining is also a venerable business in Nova Scotia. When an ancient monopoly was broken in 1853, the output was 226,000 tons.

(To be continued.)

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CONDENSED TIME-TABLE BETWEEN Intercolonial Railway Points

NEW ENGLAND CITIES, Via Harbika Junction and Quebec Central Railway.

Table with columns for 'READ DOWN' and 'READ UP', listing stations from Campbelltown to New York with corresponding times.

Be sure your Ticket reads via QUEBEC CENTRAL RAILWAY.

Prince Edward Island Railway

SUMMER TIME-TABLE

Table with columns for 'READ DOWN' and 'READ UP', listing stations from Charlottetown to Cape Traverse with corresponding times.

Trains run on Eastern Standard Time.

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.

Writing on a moving train is greatly facilitated by resting both the paper and the writing arm on a pillow, which deadens the shock of the train motion and brings the motion of the paper and hand into close contact.

A MATTER OF BUSINESS.

Working is a simple term—by common sense defined As "hustle," "get there," "shake a leg"—in language unrefined.

For instance, there are business schemes in which you would invest. Your friend decides to let you in—because he loves you best.

Now, you, of course, would not abuse the friendship of a man, But when you see a dollar you will seize it if you can.

You may have a friend in business who will sell you goods at cost, He does so just to please you, and no matter what he's lost

You work a snap yourself sometimes, and in a quiet way Invite your friends to join the dance and then the fiddler pay.

To-day your bank account runs short, you simply borrow ten, And pay it back to-morrow with profoundest thanks—and then

The moral of the thing is this—we've all an axe to grind, Wait until your turn comes 'round, you may be left behind.

MODERN LIFE.

There's an old-fashioned girl in an old fashioned street Dressed in old fashioned clothes from her head to her feet;

She never has been to cotillion or ball, And she knows not the style of the spring or the fall:

And she has an old-fashioned heart that is true To a fellow who died in an old coat of blue,

THE FLY.

And now arrives upon the scene, in black and brown and bottle green, The pesky fly who tickles so the head above, the toes below.

Nova Scotia Central Railway

THE SHORT ROUTE via MIDDLETON TO BRIDGEWATER AND LUNENBURG.

Table with columns for 'READ DOWN' and 'READ UP', listing stations from Lunenburg to Middleton with corresponding times.

Cumberland Railway

CONNECTS WITH THE EVANGELINE NAVIGATION CO. FOR KINGSPORT.

Table with columns for 'READ DOWN' and 'READ UP', listing stations from Parrsboro to Springhill with corresponding times.

\* At Stations marked with a \* Trains stop only when signalled or when there are passengers to act down.

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IF SO, BELOW ARE TWO INTERESTING LETTERS WHICH IT WILL PAY YOU TO READ BEFORE MAKING UP YOUR MIND AS TO WHERE YOU HAD BETTER SPEND YOUR SUMMER VACATION. IT IS UNSOLICITED TESTIMONY AND THEREFORE OUGHT TO HAVE WEIGHT.

WOULD ENJOY A WEEK ON THE HALIFAX OF THE C. A. & P. S.S. LINE, BOSTON TO HALIFAX.

*Professor Sumichrast, of Harvard, a noted Yachtsman as well as Scholar, Paints a Word Picture of a Trip on the Steamer Halifax from Boston to the Home Port, which is Well Worth Reading.*

It was plainly time to clear out, and no route appeared to promise so cool and pleasant a change from the heat and worry as the direct sea



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route from Boston to Halifax "Only one night at sea"—and then the fresh breezes of Nova Scotia. It was hardly possible to make a mistake. At least so thought the hundreds that crowded the promenade deck and the saloons of the Halifax, as she lay in Lewis' dock, while trunks galore were being precipitated down the baggage hatch, and freight of all kinds kept coming along up to the last minute.

If over a trip began auspiciously for those who dread the water, or rather the effects of water's motion, this one did. And yet there were a number of persons in whom original sin, or some other defect, was so strongly developed that they early succumbed to the absolute steadiness of the ship and withdrew to the classic seclusion which a cabin grants.

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MILLS, Penobscot, N.B.

Trips by sea are very much alike. They are either calm or uneventful, or they are the worst ever known. Ours was simply charming. We might have been sailing on a lake for all the agitation there was. The breeze was very light — just sufficient to temper the heat of the sun — and on the roof of the dining saloon the passengers were stretched out in all sorts of attitudes, indicative of comfort and peace rather than suggestive of grace and picturesqueness.

Lazy one necessarily becomes, after a chat with old friends unexpectedly met, with the captain, who is all attention to his passengers, with new acquaintances made and enjoyed, there seems nothing better to do than to go to sleep early in the night and to let the ship drive on through the thickening mist, her warning signal sounding constantly, her officers alert, her crew on the watch, and the faintest suspicion of a heave of sea lulling one to sleep.

Sunday morning brought speedy promise of a brilliant day. A northerly air took hold of the fog and hustled it off to leeward whether it would or not, revealing the coast of Nova Scotia lying clear on our port hand, the white houses and the white sails of schooners gleaming in the morning sun. Still smooth water, still a steady floor to walk, still no more motion, save the tremulous thud of the screw, than in a hotel on shore. As the sun rose in the clear heavens the air got warmer and warmer till it reached heat point, and like Jack in the song we felt pity on the poor land lubber working on shore. The coast was transfigured by mirage, so that the well known marks assumed a new appearance, and familiar old Sambro light looked for a long time like a grove of firs with bars of sky showing between. Little excitement, much employment, two or three whales rising near the ship and spouting, causing a rush to the side and a straining of eyes to spot them when next the cry should be heard. "There she blows!" As we near the light we catch sight of a whole fleet of coasters and fishermen becalmed, but out of the north east comes suddenly a sharp, keen breath — the mainbooms swing over, the jibs fill, there is a dash of foam at the bows; the air strengthens, the vessels heel and now they come flying by, some striking inside the ledges, some passing outside, others, bound to the eastward — and, through the rock we go, still swiftly, speeding along, as untiring as when we left Boston not quite thirty hours ago.

All the old, well remembered spots come into view. Here is Ketch Harbor, where many a time we have anchored in the Mystery; there's Duncan's Reef, Camperdown, Portuguese Cove, yonder Devil's Island, MacNab's, now York Redoubt, and afar, in a golden shimmering haze, Halifax itself and on topmost point Britain's flag gleaming in the sky, a welcome sight after so many months in a foreign land.

Docked at last, as we slowly haul in a pale girl is led from her cabin to breathe the air and look at the firm land she has longed to see, since she has left her American home. She is one of those who sicken at the wharf, and as she looks out on the harbor's face. "How rough it is!" Yes, to those who dread the sea, and to those too who, like me, would enjoy a week on the Halifax, cruising along the coast and breathing the salt, bracing air that blows over old ocean, and comes at times laden with perfume of fir and birch from the forest clad hills on shore. But the skipper is one who obeys orders and knows only his duty, and he cannot be persuaded to carry off his load of passengers on a week's cruise simply to satisfy the longings of one individual.

Unquestionably a trip on the Halifax is a pleasant episode in vacation life. The vessel is not only a good one to look, but a good one to go as well. Staunch and seaworthy, handsome and fast, she is in herself an attraction to travellers. To come down to Lewis' wharf in Boston and look at her is to wish and at once to take passage, and the whole of her accommodations are so good that travel must necessarily increase. The staterooms are very comfortable and clean, well aired, well lighted; the saloons are spacious, the promenade deck distinctly fine. The quick passage is a feature which must commend the line to popular favor. I could scarcely realize, on reaching Halifax, that the morning before I had been walking about Cambridge and Boston. New Yorkers can come on the night before by the Sound boats and board the Halifax on arrival, and some of those I know are wisely doing so.

Always go to Halifax and other points in the Maritime Provinces via the Canada Atlantic Line Steamers sailing from Lewis' Wharf, Boston, and Plant Wharf, Halifax. Consult daily papers for dates of sailing, or write for information concerning rates of passage, round-trip excursion rates, etc., to

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## RACE PREJUDICE.

I grind de org and I play de fid. and I sella de ripea bannan,  
No stela, no rob, I nevera did, but I work iike de honestag man.  
I buy me de monk, wid de lecta red hat, and I tie 'im a string by de neck,  
I graba my o'g and I tinka me dat I make de mon by de peck  
I play de tunc from "Il Trovatore" and "Tom by his muder he stick."  
And de monk he climb up to the seconda story, where de lecto gal gib 'em de nick.  
I worka tree day and makea four dol'. And feel me so rich like de King,  
When sece diavlo, estrito crystal, de Irish kid cutta de string.  
Like, what you call 'em? ah, yes, de blue streak, de monk break away and was hid,  
I had 'em no mo' and I go busta dat week, dat's why I hate de Irisha kid.

"I hear Harkins was struck by lightning down on the Jersey coast last week." "Yes I wonder what they charged him for it!"

"I have a trained seal," said the Englishman. "It can be hitched to a boat, and will drag my children about on my private lake just as a pony will drag a cart."

"That's very nice," said the American, "I have one too. Mino takes its fur off in winter and lends it to my wife for a sacquo."—Harper's Bazar.

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## Quebec Central Railway,

Reached by C. A. & Plant S. S. Line and the Intercolonial Railway  
from Levis—Quebec to St. Croix.

(Continued from May number.)

The crossing of the St. Lawrence in boats; the landing at Wolfe's Cove, and scaling of the heights of Abraham, whose years before Wolfe had accomplished the same feat; the junction with Montgomery; and the disastrous attempt and failure to capture Quebec, resulting in the death of Montgomery and the wounding of Arnold, our space will not permit us to give at length. A short sketch from Dr. Bender's interesting book, already quoted from, "Old and New Canada," must suffice:—

"A month's experience of the labors, hardships, and losses of a siege convinced the Americans that their only hope lay in an attempt to capture the city by storm. The result was a double assault from the east and west sides by both Montgomery and Arnold, which ended in their defeat—the death of Montgomery at Pres de Ville, and the wounding of Arnold near the Palais. A considerable number of the assailants lost their lives, their bodies being found the next morning covered with snow. Notwithstanding his defeat and losses, Arnold maintained a species of blockade all winter, but in the spring was compelled to break up his camp, and retreat to Montreal, with Governor Carlton in vigorous pursuit."

### RESTAURANT AT BEAUCE JUNCTION.

After dinner, we ascend an easy grade of about five miles, until, on reaching the summit, the river and valley lie spread out before us, a panorama of highly cultivated fields and dense forests, which, when the golden hues of harvest-time are blended with the magnificent groundwork of changing green, presents a picture of matchless beauty.

The Chaudiere Valley Branch of the Quebec Central Railway extends up the river to St. Francis, sixteen miles from Beauce Junction, and by this route the gold mines are reached. It is intended to continue the branch during the present year to St. George, ten miles distant. This is the centre of the gold mining region and a visit will amply repay the tourist.

Bidding farewell to the Chaudiere, and passing St. Frederic, we reach Tring station. From this point the company have now in course of construction a branch line to Lake Megantic and to the State of Maine boundary. When this line is completed it will form the shortest route between Quebec and Moosehead Lake, the Maritime Provinces, and all points on the coast of Maine. Passing Broughton and Robertson stations, we reach the famous asbestos mines at Thetford which to the naturalists or mineralogists will prove most interesting. The place has a volcanic aspect, with earth, rock, and charred timber heaped in uncanny masses. The gray ridge of rocks in which are the open quarries has the appearance of an extinct crater.

The asbestos is found in irregular seams interspersed through serpentine rock. The fibre which is exceedingly fine, runs transversely across the fissures of the rock. It was evidently crystallized into its present form by the action of water. The seams widen as they deepen, showing that they were produced by an upheaval of enormous force. After blasting, the asbestos is "cobbed" off from the rock with hammers. Its fibrous texture renders it valuable in a hundred ways, and new uses are constantly being discovered for it. Steam-pipes are sheathed with it; roofs are covered to render them fire-proof. It is spun with other fibres into cloth that will not burn. The writer has seen a glove, soft, pliable and warm, spun from the pure asbestos, which enables its wearer to handle red-hot coals with perfect freedom. It is cleaned simply by being thrown into the fire, when the glove becomes snowy white.

Asbestos has also been found in large quantity, and of the best quality, in the vicinity of Black Lake, the next station, which takes its name from the beautiful little lake lying deep among the hills, hundreds of feet below the railway. These mines are a short distance up the mountain, and are visible from the passing train.

The mines at Thetford and Black Lake are operated by European, American and Canadian companies, and a large amount of capital is invested in them; they afford employment to nearly 5,000 hands.

Black Lake, mentioned above, is one of the most picturesque spots in Canada, and a favorite resort for the angler and sportsman, who often land speckled trout weighing from two to six pounds each.

The vicinity abounds in lakes and streams (with trout in abundance), wild and romantic scenes, boundless forests, and rich mines of asbestos, iron, copper, marble and soapstone. Even gold has recently been discovered.

Garthby, on the shore of Lake Aylmer, one of the most beautiful sheets of water in this part of Canada, is the site of an extensive lumbering establishment, as is also Lake Weedon, the next station.

Now we are in the wilderness, where the houses are of logs, and lumber is king. There is something majestic in these vast expanses of forest, and our admiration is further excited by the spirit of enterprise which is visible in this locality. Dr Grant, in "Picturesque Canada," throws some light on its earliest inhabitants. He informs us:—

"Throughout the Eastern Townships there is a robust strain of the early Massachusetts pioneer. \*\*\* At the epoch of the Great Divide, not a few loyalists followed the flag, and settled a little beyond the Province line. Picking up the disused axe with a sigh—often with a secret tear—they once more hewed out for themselves homes in the forest. They brought across the frontier, with their Hobrow names, the pith and industry, and intense earnestness of the Puritan. They transported to Canadian soil that old farm life of New England which by its quaint ways has stirred so many delightful fancies in American novelists and poets. Such fire-light pictures and winter idyls as Hawthorne and Whittier love to paint were here to be seen of a winter evening in every snow-bound homestead. Among the dusty heirlooms of these homes may still be found andirons that stood on early New England hearths. Burned out and fallen to ashes are the forestick and backlog; and so are that brave old couple who in their gray hairs wandered into the Canadian wilderness, and with trembling hands hung the old crane over a new hearth."

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Dizziness, Headaches, Sour Stomach, and all  
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POWER'S DYSPEPSIA BITTERS.  
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nections.

Trains leaving Halifax at 12.20 o'clock and St. John at 10.30 o'clock arrive at Louis, Quebec, at 11.30 o'clock and Montreal at 10.30 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 15.30, runs through to Montreal, arriving there at 8.30 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 Louis (Quebec), Saturdays, for Halifax and St. John and express trains from Halifax and St. John for Louis (Quebec) and Montreal, Saturdays, will run to destination Sunday.

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

Express train from Picton 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 Picton 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 Yarmouth.

At Sydney with the Sydney and Louisbourg Railway.

At Ferrona Junction with trains of the New Glasgow Iron, Coal, and Railway Company for Springville, Bridgeville, St. Paul and Sunny Brae.

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

At Macan Junction 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 Painesco to and from Point du Chene and Shediac 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 Railway connect at Salisbury.

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

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 occupying this car over night.

At St. John station with trains of the Canadian Pacific Railway for Fredericton, Woodstock, Houlton, St. Andrews, St. Stephen, 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 connect at Kent Junction with Accommodation trains leaving Campbellton at 5.45 and Moncton at 10.30.

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 Temiscouata Railway.

At Levis day express from Halifax connects 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 Picton, 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 Painesco Junction with train for Point du Chene, where connection is made daily (Sundays excepted) with steamers of the Charlottetown Steam Navigation Company to and from Summerside and Charlottetown and all P. E. I. Railway points.

Connections are made at Painesco Junction to and from Point du Chene and Shediac 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 connects at Truro with local express for Picton, Port Mulgrave and Sydney, C. B.

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.

permitting) with steamer *Hibernia*, on  
Mondays and Fridays for Arichas and  
Canso, Tuesdays and Thursdays for Port  
Hood, Wednesdays and Saturdays for Guys-  
to o.

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  
Burdock connects with express train morn-  
ing and evening daily (Sundays excepted).

STAGE CONNECTIONS.

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

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

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

At Truro, daily with stages for Clifton,  
Black Rock, 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 Shediac with stages to and from Co-  
coma and Buctouche.

At Harcourt 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.

Time of, and connections with, for-  
eign lines not guaranteed.

Sleeping cars leave Halifax and Montreal  
daily (Sundays excepted), and run through  
between these points via Levis 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  
Levis 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 Mont-  
real, leaving Halifax daily (Sundays excepted)  
and Montreal daily (Saturdays excepted)  
and run through between these points via  
St. John without change.

FIRST-CLASS REFRESHMENT  
ROOMS at Truro, Amherst, Moncton, St.  
John, Trois Pistoles and Levis, and ample  
time allowed for meals.

American House.  
ANNAPOLIS ROYAL, N.S.

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All modern conveniences. Fine large Sample  
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attention given to our Patrons. Coaches at Boats  
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One of the Largest and Best Equipped Hotels in  
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Express Trains stop twenty minutes for Dinner.  
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NEW GLASGOW, N.S.

MRS. CHARLES MCKENZIE, - PROP.  
Pleasantly situated, convenient to all  
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RATES, \$1.50 PER DAY.  
Good Sample Rooms. Free Bus to all  
Trains. Steamboat Landing at the door.

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TAILOR

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HALIFAX, N.S.

Importer of Foreign Woollens

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On board of Steamer "Halifax," of Plant  
S.S. Co.'s Line:-

"Say, Bill, when we get to Halifax let  
us go and see that fine Medicine Chest at  
Godfrey Smith's. That chest took the  
Diploma at the Dominion Exhibition, and  
they say it's a beauty."

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For excellency in fitting out Ships' Medicine  
Chests in 1882 and 1891.

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In the City for Shirts and Collars, Latest  
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Gloves, Braces, Umbrellas, Waterproof Coats,  
and all descriptions of

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Collars, Cuffs and Cuffs always in stock.



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the latest Novels and Magazines. Daily  
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Electric Light by which we take Electrophotographs or  
Photographs at night equal to daylight. We have  
always on hand a select variety of Views, especially  
got up for Tourists, of the principal places.

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Opposite South end Victoria Sq. (Grand Parade)  
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Horse Boots, Scrapers, Toe Weights,  
Horse and Dandy Brushes, Curry  
Combs, &c.

And manufacturers of Fine Track and Buggy  
Harness.

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CANADA ATLANTIC AND PLANT LINE  
**PASSAGE RATES.**

(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 accommo-  
dation on steamer and 2nd class on Intere-  
nty. Holders of 2nd class tickets cannot  
purchase staterooms.

TO AND FROM BOSTON.	First Class	2nd Class	Round Trip
Amherst	\$ 8 75	\$6 75	\$11 65
Antigonish	10 25	8 75	17 40
Athol	8 85	6 75	14 65
Belmont	8 85	6 75	14 65
Brookfield	8 80	6 75	14 45
Charlottetown via Pic- ton and Halifax	9 50	8 75	16 25
Debert	8 85	6 75	14 65
East Mines	8 85	6 75	14 65
Elmsdale	7 90		13 35
Folleigh	8 85	6 75	14 65
Glengarry	9 00	7 10	15 50
Greenville	8 85	6 75	14 65
Grand Narrows	11 75	9 50	18 00
HALIFAX	7 00		12 00
Harbour au Bouche	11 00	8 60	17 75
Heatherton	10 00	8 45	17 45
Hopewell	9 00	7 20	15 50
Iona	11 75	9 50	18 00
Leithe's Creek	12 60	9 85	18 75
Londonderry	8 85	6 75	14 65
Macean	8 85	6 75	14 65
Merigonish	9 40	7 65	16 10
Mulgrave	11 00	8 80	17 75
Meltyres Lake	11 30	9 05	18 20
New Glasgow	9 00	7 25	15 50
North Sydney	12 00	9 85	18 75
Orangedale	11 50	9 35	18 50
Oxford	8 45	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 65
Stewiacke	8 35	6 75	14 05
Sydney	12 00	9 95	18 75
Tatamagouche	9 00	7 20	15 35
Tracadie	10 80	8 50	17 45
Truro	8 85	6 75	14 65
Thomson	14 00	6 75	8 50
Wallace	9 00	6 95	15 50
Wentworth	8 85	6 75	14 65
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-  
colonial Railway and Prince Edward Island  
Railway. Through tickets and baggage  
checked to all points in the United States  
and Canada by all railway and steamship  
lines beyond Boston, and at Steamship  
Office, Plant Wharf, Halifax.

Tickets for Sale and Baggage Checked  
Through from and to all Stations on the  
Intercolonial Railway.

**LIST OF AGENTS**

WHO SELL TICKETS AND FURNISH IN-  
FORMATION.

- Albany, N. Y., Fletcher Vosburg.
- Attleboro, Mass., J. O. Mowry.
- Boston, Mass., A. P. Lane, 268 Washington  
st.; A. DeW. Sampson, 306 Wash-  
ington st.; L. H. Palmer, 3 Old  
State House; W. H. Eaves, 201  
Washington st.; T. Cook & Son,  
332 Washington st.; Raymond &  
Whitcomb, 226 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. Lane; Abbott Cof-  
lin, Agent Gloucester Boat.
- Hartford, Conn., W. W. Jacobs & Co., 223  
Main street.
- Haverhill, Mass., Daniel Hook & Sons.
- Keene, N. H., W. M. Kimball.
- 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. E. Egg, 265 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  
Broadway, room 4; T. Cook & Son,  
261 Broadway; Henry Gaze & Son,  
115 Broadway; Raymond & Whit-  
comb, 31 East 14th street.
- Pawtucket, R. I., Fred Haywood.
- Philadelphia, Penn., J. M. Clement, 13  
South Third street.
- Plymouth, Mass., C. F. Hayden.
- Portland, Me., W. D. Buck, 272 Middle st.

- Providence, R. I., G. S. A. Gardner, 1 Wey-  
bosset st.; E. G. Windsor, opposite  
Post Office.
- Quebec, R. M. Stocking.
- Salem, Mass., W. Hardy Dayton, 241 Essex  
street.
- Springfield, Mass., F. L. Gunn, 211 Main st.;  
E. S. Hatchelder, 492 Main street.
- Toronto, Canada, Barlow Cumberland, 72  
Yonge st.; A. F. Webster, corner  
Yonge and King streets.
- Waltham, Mass., Arthur Sanderson, 308  
Crescent street.
- Washington, D. C., A. I. Reed, 600 Pennsylv-  
ania avenue.
- Worcester, Mass., George Y. Lancaster, 431  
Main st.; G. S. A. Gardner, 326  
Main st.; O. F. Rawson, 321 Main  
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-  
ifax Steam Packet Company at Lunenburg.  
For rates, folders, and further information  
write Richardson & Barnwell, 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	41
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, . . . . . 339

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**—Steam Boilers—**

For Marine and Land Purposes.  
Iron Ships repaired. Ship Tanks and  
all kinds Sheet Iron Work.

—Estimates given on application.—  
Nr. Railway Stn., Dartmouth, N. S.

Ho—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-  
ling gown, and they didn't get started  
until the next day.

One day three or four weeks ago a  
retail grocer over in Jersey sat down  
with his clerk one evening and said;  
'James, I owe New York houses  
over \$3,000.

'Yes sir.'  
'We have \$2,000 in cash in the safe,  
the stock is all run down, and this  
would be the time to fail in business.'

'It certainly would.'  
'But I want a reasonable apology to  
give my creditors when they come  
down upon us for explanations. See  
if you can't think of something to-  
night and let me know in the morn-  
ing.'

The clerk promised, and the grocer  
wheeled a chest of tea and a bag of  
coffee home as a beginning. Next  
morning when he appeared at the store  
the safe was open, the cash gone, and  
on the desk was a note from the clerk,  
reading:

'I have taken the \$2,000 and am  
prepared to skip. It will be the best  
excuse in the world for your falling so  
flat that creditors can't realize two  
cents.

HEADQUARTERS FOR  
**SPONGES**

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Contractors and Builders.  
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Built for all purposes on the most approved sys-  
tem. Beef Tracks supplied and put up.  
27 PROMPT ATTENTION GIVEN. 28

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A practical experience gained in the cities of Lon-  
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satisfaction. Repairing of French Marble Clocks  
a specialty. Estimates furnished on application.  
N.B.—Gold and silver Plating done on the  
premises.

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—DEALER IN—  
Fruits, Canned Goods, Jams, Jellies,  
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117 BARRINGTON STREET,  
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22 Photos in every style at moderate prices 23

**All Tourists VISITING  
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Who ride a BICYCLE will be able to  
—HIRE A WHEEL—

Either by the HOUR or DAY, from the  
**HALIFAX CYCLE COMPY**  
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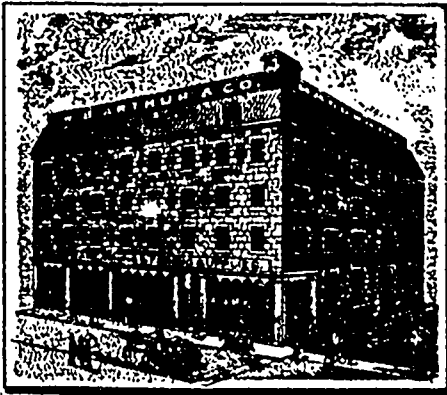
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Hard and **COAL**  
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**NORTH & SOUTH END COAL YARDS**  
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 Write for Prices.

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 Fruit Jars, and Bottles of all kinds. Particular  
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 WANT A FIRST-CLASS HITCH, Double  
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 Go to **J. W. CHURCH,**  
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 —FOR—  
**TOURISTS in NOVA SCOTIA**  
 Delightful Sail in Smooth Water through  
 Beautiful Scenery of BIRAR D'OR LAKES,  
 CAPE BRETON, and along the Wild  
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 FOUNDLAND.  
**—SPORTSMEN—**  
 Will find abundance of FISH and GAME.  
**Steamer "ST. PIERRE,"**  
 From Halifax fortnightly,  
**ROUND TRIP TWELVE DAYS, including** \$35.  
 ing Meals and BERTH.  
 Passengers can connect at PLACENTIA  
 with Mail for St. JOHN'S.  
**INTENDED SAILINGS from Halifax,**  
 May 8th and 22nd; June 5th and 19th; July  
 3rd, 17th and 31st; August 14th and 28th;  
 Sept. 11th and 25th; Oct. 9th and 23rd.  
**F. D. CORBETT & CO.,**  
 Agents, Halifax, N.S.

**MOOSEHEAD INN.**  
 A. H. WALKER, PROPRIETOR.  
 Greenville Junction, Maine.  
 THIS elegant Hotel, erected in 1890, at Green-  
 ville Junction and which has enjoyed two  
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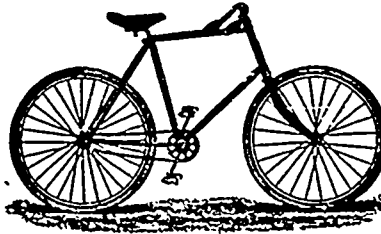


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# HISTORY OF WINDSOR, N.S.



**A**BOUT the year 1703, the country lying around the hill now known as Fort Edward, and extending along the banks of the rivers Avon and St. Croix, was settled by a number of French Acadian families, who had come from the settlement "Les Mines," which occupied the lands where the village of Horton now stands.

They cultivated the rich marsh lands in this vicinity keeping back the waters of the Avon and St. Croix, which flooded them at high tides, by throwing up strong running dykes. These marsh lands, together with their cattle, sheep, and swine, constituted the chief source of their wealth. They derived but little profit from the wooded uplands which lay to the south and east of Fort Edward, and, therefore, almost totally neglected them.

To the portion of country settled they gave the name of "Pigiguit," an Indian word, meaning "the junction of waters," or "flowing square into the sea."

In the year 1714, according to the French census, Pigiguit had a population of 337 persons, and again, in 1751 the same district contained 150 families, or about 900 persons, showing conclusively, the comparatively rapid growth of the centre and the prosperity of the people.

The Acadian French and the Indians were, from the first, very friendly to each other, and for many years the peace of the country, and good will entertained between them remained unbroken. All this had its beneficial effect upon the thrifty French farmers of Pigiguit. Having nothing to fear from the Indians, they naturally devoted the greater part of their time to the improvement of the soil, which resulted in the wealth and prosperity of the settlement.

During the years between 1751 and 1758, the growth of Piziquid was phenomenally rapid, having, at the latter date, a population of 2,700 Acadians. These people were scattered along the banks of the St. Croix and Avon rivers.

Their homes extended as far as the headwaters of the Avon, along which river they erected many miles of dyke, thus obtaining large tracts of valuable marsh lands. They raised grain in abundance, and constructed grist mills at convenient places in the district. Old ruins of cellar walls, and various other indications of their homes in the localities mentioned, may be seen at the present time.

first erected for Protestant worship. It stood upon the north-west corner of the old parish burying ground; and, during week days, was used as a school house, for the instruction of the young of the vicinity.

The growth of the township must have been exceedingly slow in the earlier part of the English occupation, for, in 1784, twenty nine years after the deportation of the Acadian French, we find Windsor mustering a population of only 278.

The Indians were still troublesome, from time to time, in harassing the English settlers, but, in 1780, Lieutenant Governor Franklin wrote from Windsor to General Haldiman, saying that the Indians were quiet.

In the latter part of the last century travelling in Nova Scotia was extremely difficult. There was only one road in the Province, and that extended from Halifax to Annapolis. Various forest paths lead out in different directions from Windsor, connecting this place with other settlements and forts throughout the country.

The years 1788 and 1789 are memorable, in the history of Windsor, as the time of the founding of the Windsor Academy (now Collegiate School) and King's College. The Assembly, in order to prevent the possibility of young men becoming alienated from their native land by going away for the purpose of receiving an education, wisely resolved to institute an Academy at Windsor. Several years later it received a royal charter from King George III, and became King's College.

The war of 1812 had its effect upon the good people of Windsor. The old fort was repaired, garrisoned, and guns were planted for the protection of the place. It was at this time that a privateer was fitted out here to prey upon American shipping, as the people of this place had long been annoyed by the damage done to the trade of the country by American privateers.

The year 1819 is interesting to the members of the Baptist denomination as that during which the first services were held in connection with that church. The church was organized at Wentworth, but in the winter months of that year the services were held in the room of a house still standing on Gerrish Street.

Prior to the year 1837 the people of Windsor and Falmouth were compelled, through the lack of bridge accommodation, to ford the river Avon when the tide was out and to cross it by ferry when in, in order to visit their friends on either side. In those times there was no road skirting the foot of Ferry Hill as now, and persons wishing to go to Falmouth had to go over the hill to a point beyond the railroad bridge and there ford the river, frequently sinking to the hubs of their wheels in the mud and sand in the bed of the Avon, and sometimes getting caught in a quicksand, which gave them no little difficulty in extricating themselves and horses.

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It was about February 9th, 1757, that 600 French and Indians, having been dispatched by Ramsey, at Chagnoy, in Canada, to attack Colonel Noble, arrived at Piziquid, led by Comrade Villiers, after a long and fatiguing tramp of over one hundred and fifty miles through the woods and snow. They camped here over night, and next day went forward to Grand Pre, where they perpetrated their cowardly massacre upon Colonel Noble and his men.

In 1749 Governor Cornwallis ordered a block house to be built at Piziquid, which was erected in 1750.

The year 1755 was a disastrous one at Piziquid. Colonel Winslow, commanding officer at Fort Edward, received instructions from Governor Lawrence at Halifax, for the removal of the Acadians, who were to be placed on board ship and carried out of the country. The task of collecting these people at Piziquid fell to the lot of Captain Murray, who did his work most thoroughly; for, about the middle of October, 1755, he had placed one thousand Acadians on four vessels in the river, and had sailed for New England.

Many of the French Acadians fled to the woods in the vicinity of Piziquid and sought the protection of their friends and allies, the Indians. They took with them many head of cattle. Their strength was increased, from year to year, by numbers who had found their way back to the Province from New England, and by those who had fled to the woods at Grand Pre and other places.

For several years the country was kept in a state of excitement by the frequent raids made upon the settlers by the French and Indians, and many skirmishes took place in the vicinity of Fort Edward. For this reason the new settlers had to be protected by block houses and forts, garrisoned by soldiers. All French prisoners taken during these engagements and skirmishes were kept at Fort Edward. During a few following years many Acadians gave themselves up in order to escape starvation and exposure.

It was at this time that Governor Lawrence issued a proclamation stating that the sum of £50 would be given for every male Indian prisoner above the age of sixteen years, £25 for the scalp of any such Indian, and £25 for every Indian woman or child, brought in alive. "Such rewards to be paid by the officer commanding any of His Majesty's forts in this Province, immediately on receiving the prisoners or scalps above mentioned."

At the expulsion of these unfortunate people, the burning of their houses, barns, etc., was commenced, in execution of the order issued by the Governor to destroy everything which would offer a shelter or support to those who might escape.

It was not until this time that the English portion of the history of Piziquid began, when the English settlers, who had been invited from New England by Governor Lawrence in 1764, changed its name to Windsor, erected it into a township, and called the river Avon, instead of the Piziquid river, as it had been known prior to 1755.

The year 1771 is noted for the building of a chapel in Windsor, being the

It was during this year, however, that the old toll bridge was swung across the river. It was a wooden tubular structure, supported by huge wooden arches, extending from pier to pier, the timbers of which were bound firmly together by strong iron bolts. The ends of the arches rested upon piers made of heavy timbers, and filled up with rocks and stones. The strain of each span was distributed over the arches supporting it, by means of heavy iron bars and bolts hanging perpendicularly from them, and at intervals of several feet. This old structure spanned the river for a period of about 50 years, when it was torn down, and the new iron road bridge now standing was erected in its place.

From the early decades of the present century up to 1857, Windsor was connected with Halifax and other towns of the Province by stage coaches, and the arrival and departure of these means of communication were often the occasions of lively scenes.

By the year 1840, Windsor had developed into a ship building centre of no mean consequence, and this industry has been carried on continuously and extensively in the town and vicinity until recent years, when it has subsided almost to zero, owing largely to the depression in shipping rates, and the inability of wooden ships to successfully compete with steel tonnage. Ten years later the township had a population of about 1,900.

An important event in the history of Windsor was the opening of a line of railway from Halifax to this point in 1857, bringing Windsor into direct rail communication with the outside world. In 1868 this line was continued westerly through King's county and the Annapolis Valley to the town of Annapolis, thus giving to Windsor the immense benefit of a railway extending from Halifax to Annapolis. The town at this time had almost steamboat connection with St. John and Boston.

In 1860, Windsor was honored by a visit from the Prince of Wales, who at that time was making a tour of the Province and Canada. He was received here enthusiastically by the people.

The year 1869 is remarkable as that in which occurred the great Saxby storm, which broke away the dykes on both sides of the river. That portion of the town called the Island, or Point Nesbit, was completely inundated, the people in some instances being obliged to get out of their windows into boats. The place had not been visited by a similar catastrophe since 1828. In 1759, or just one hundred and ten years previous to the Saxby storm, the dykes were carried away causing all the valuable marsh lands to be flooded.

It was during those decades immediately following 1850 that the industries of the town commenced in reality. They have been steadily multiplying until the present day, when Windsor has quite a wide range of manufacturing concerns.

The first newspaper issued in the town was "The Hants and King's County Gazette," published by Mr. Allen, the first issue appearing in the year 1833.

(To be continued.)