

THE REVIEW.

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Best Advertising Medium in Northern New Brunswick. RICHIBUCTO, N. B., AUGUST 6, 1891.

AN EMPIRE TRADE LEAGUE.

A movement in behalf of the formation of a trade league for the empire is going on in Britain and in several of its dependencies. It commands much attention and seems to be gaining considerable support. One of the leading spirits of this movement, Colonel Vincent, M. P. for Sheffield, the great cutlery factory of England, is making a tour of Canada in the interest of this project. He has been getting a fair hearing in the leading Canadian cities. Last week he addressed an influential audience in St. John on the subject, and has since advocated his scheme before a large gathering in Halifax. In his various speeches, he has endeavored to show the necessity for the establishment of the proposed league, and to describe the advantages to all concerned likely to accrue from its operation. He seems to have mastery of his subject, and treats it fairly and sensibly.

The movement looks like one preparatory to the more earnest consideration of Imperial Federation, and if it finds general acceptance, will no doubt, materially advance the larger measure. At first blush, nothing seems more reasonable or more natural than that the different sections of the same empire should enjoy trade advantages with each other not granted by it to foreign nations. This reasonable state of things has not prevailed however, and in some quarters strong objections to its establishment are pressed. On the one hand, it is confidently urged that the movement is an utterly impracticable one, inasmuch as it is inconceivable that a great free trade nation like Britain would ever consent to tax its foreign food supplies and other raw materials for the benefit of colonial supplies of similar sorts. This confident declaration shows more courage than discretion. He is an ignoramus who does not perceive that the palmy days of free trade in England are over. Free trade has served England well at many points; but the main predictions of its most prominent champions have proved absolutely false. They fondly expatiated on the following England would command along free trade lines among all the civilized nations of the earth. Well, protectionism is rampant all over the European continent, as well as in the United States, and among the chief nations of the two continents the market for British productions is steadily contracting. Very many who were believers in the free trade theory in the abstract are in England beginning to wonder whether it is so absolutely certain as has been claimed that it is a wise thing to allow foreign people unrestricted access to English markets, while they are closing their own as fast as they can against English goods. The very fact that a Sheffield member of parliament is the most prominent advocate of the proposed trade league is proof positive that a large number of Sheffield artisans are in accord with him. He intends seeking re-election after the dissolution of the present Imperial parliament, and feels confident of success. He may be mistaken as to the size of the majority, but he must know whether or not his views on the league question are favorably regarded by a large number of his constituents. And if the Sheffield artisans look favorably on league proposals we see not why artisans in other leading manufacturing towns should not do so likewise.

But it is urged that the English people could not afford to have the price of their food raised. We know something of that matter in Canada. We were terrified by predictions of the suffering that would ensue from the tax on United States breadstuffs. The tax continues, but Canadian flour consumers get, upon the whole, a better and cheaper article than the United States consumers fatten upon. A like tax on United States flour in Britain would have little if any more effect in prices there. Canada, Australia, New Zealand, South Africa and India could soon furnish all the flour needed to supplement its home supply in Britain, and a light tax in its favor would secure the preference desired. On the other hand, objections from a colonial standpoint are also offered; but we can pursue the matter no farther today.

MAJORITY IN BUDGET DEBATE DIVISION.

The division at the close of the wearisome budget debate showed the handsome majority for the government of twenty six, which, had the House been perfectly

full, would, it appears, risen to at least thirty one. As yet, there seems no sign of the oft threatened break up of the Liberal Conservative legions.

Mr. Perley's son has sworn that he did not receive from the Corruptionist Contractors any sum of money for his father or himself, and that no offer of money was made to him on behalf of those parties for himself or anyone else, that is so far satisfactory. But since, Mr. Perley broke down before the investigating Committee utterly, fainting while being pressed by questions. What exactly that may portend is not apparent. But he is greatly to be commiserated.

THE INVESTIGATION.

The investigation into contract scandals and departmental irregularities continues at Ottawa. What the final upshot will be cannot as yet be conjectured. During the week some interesting disclosures have been made. Thomas McGreery's evidence will be the great contribution this week.

The Prince Edward Island Tunnel.

The greatest public work the Canadian government has now in contemplation is the construction of a railroad tunnel under the Straits of Northumberland, connecting the shores of New Brunswick with those of Prince Edward Island. At the request of the Dominion government Sir Douglas Fox has made a report on the cost and feasibility of the work, of which the following is a brief summary:

The greatest depth of water is 96 ft. at high water, with a rise of tides of 6 ft. at springs and 3 ft. at neaps, and the speed of the current does not exceed three knots, with two hours of slack water at each tide. The distance is given at about 13,200 yds., or say from shaft to shaft 13,500 yds., exclusive of land approaches on either side, of which about 2,000 yds. would be in the tunnel. The shores on either coast are well adapted for railroad approaches, varying from 15 to 35 ft. in height above high watermark, with a mean altitude of 25 feet, the soil being largely red clay. The higher land on the Prince Edward Island shore falls away towards the interior, which will shorten the approach on that side. It is considered that about 5 1/2 miles of railroad, including some 2,000 yards of tunnel, as before mentioned, will be necessary beyond the shafts to connect the tunnel with the respective systems of railroad, which however are of a different gauge, viz., 4 ft. 8 1/2 in. in New Brunswick and the Dominion generally and 3 ft. 6 in. in Prince Edward Island.

From the above it will be seen that the length of tunnel from shaft to shaft would be 7.67 miles, while, with the connections to the present railroad on each side, the whole tunnelling required would be over 9 miles.

The estimates are as follows: In the dry portions of the work, a tunnel of brick-work, in cement, averaging 1 ft. 6 in. in thickness, (the bricks being of local manufacture), and where feeders occur, with cast iron casing 1 1/2 in. in thickness, with 6 in. flanges, laid with steel rails weighing 50 lb. to the yard, is estimated to cost £66 10s., nearly per lineal yard, or say £897,500 from shaft to shaft, or with the land tunnel and contingencies a total sum of £1,075,200.

Should it be decided that the tunnel must be of sufficient dimensions for a railroad of the 4-8 1/2 gauge, and that the railroads of the island should be altered to that gauge, a tunnel of 16 feet in diameter would appear to just accommodate passenger and freight cars of the normal Canadian and American type, but not drawing room and sleeping cars, nor some of the cars running upon the Intercolonial railroad. This size does not allow of a very satisfactory permanent way, nor does it provide proper space for the platelayers. Such a tunnel constructed in the shale, of brickwork in cement, 1 ft. 10 1/2 in. in thickness, and where feeders occur with cast iron casing, 1 1/2 in. in thickness, with 9 in. flanges, and with steel rails weighing 70 lb. to the lineal yard, is estimated to cost £122 10s., nearly, per lineal yard, or say £1,652,500 from shaft to shaft, or with the land tunnel and contingencies a total sum of £1,971,800.

Sir Douglas Fox is of opinion that to properly accommodate the Canadian and American rolling stock the tunnel should have an internal diameter of not less than 18 ft. Such a tunnel, constructed as specified for the 16 ft. tunnel, is estimated to cost £140 per lineal yard, or say £1,890,000 from shaft to shaft, or with land tunnel and contingencies a total sum of £2,225,500.

It is recommended that, before inviting tenders for the main work, a shaft placed at Carleton Point, so as to be afterward available for permanent pumping and ventilating purposes, should be sunk well into the red clay shale, which lies above carboniferous sandstone. Borings similar to those taken at the Sarnia tunnel (viz., from a vessel or platform through 16 in. wrought iron pipes, so as to insure cores of sufficient size and undamaged being brought to the surface) should be made across the straits and down to the carboniferous bedrock. With this information obtained, much closer tenders may be expected for the construction of the tunnel.

When the work is resolved upon, immediate steps should be taken: 1st. To connect the existing railroads with the tunnel work. 2d. To establish brickyards at the near-

est available site where good clay free from lime is to be found. The quantity of bricks required will vary from 30 to 60 millions according to the size of the tunnel.

3d. To erect dwellings, stores, etc., for the staff and workmen.

4th. To put down permanent pumps and provide the necessary plant for temporary purposes.

5th. To install the necessary electric plants and motors.

5th. To provide and fix the compressed air machinery.—Railroad Gazette.

Fifteenth August at Rogersville.

The committee appointed to present, on the fifteenth of August, a testimonial to the Rev. M. F. Richard, beg to announce to the public that we will endeavor to make the occasion a celebration worthy of the object proposed.

Arrangements will be made with the different railways for excursion tickets at half fare to Rogersville, the 14th and 15th instant.

MICHEL SAVOIE, President. CALIXTE C. CHASSON, Secretary.

Canada's International Exhibition.

Arrangements have been completed with nearly all the Railway and Steamship Companies for very low rates and special excursions during the time of the Exhibition. The Musical Society of St. John are making their arrangements for repeating the mammoth concert which was given last year, on a much larger scale, and to be held in a separate building in order to avoid the crowding and noise which was a drawback of last year. Some of the leading soloists of the United States have been engaged for this concert. The Exhibition Association have just completed their arrangements for a series of balloon ascensions and parachute drops, in addition to the numerous other attractions which have been engaged.

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FOR SALE. At a Bargain, 1 second-hand Cossitt Buckeye Mower, very little used, nearly as good as new. For particulars apply to ROBT. LAW. Kingston, July 26th, 1891.

FOR SALE OR TO RENT! We are instructed to offer for sale or rental the well known residence on Queen street, Richibucto, owned by Peter Loggie, Esq., and at present occupied by W. A. MacLaren. Apply at once to PHINNEY & CARTER, Richibucto, July 27, 1891.

FOR SALE. FIVE SHROPSHIRE DOWN RAM LAMBS. Address at once, J. B. OUELLET, St. Mary, Kent County, N. B. (July 30-4.)

TO LET. A dwelling house and store at Weldford Station. Apply to the undersigned at Weldford. ISAAC B. HUMPHREY.

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The Rev. Abbe Plinguet, cure of Isle du Pads, who died a few days ago, was the son of a French-Canadian farmer who had no less than thirty-five children, by two wives, the first of whom gave birth to 27 children and the other to eight. Abbe Plinguet was the eldest son by the second wife, and was 81 years old when he died. One of the daughters by the first marriage reached the age of 94 years. Of this large family there is now but one survivor.—Montreal Witness.

\$8,000 GIVEN AWAY. Great Fourth Half-Yearly Midsummer Literary Competition

Of the CANADIAN AGRICULTURIST AND HOME MAGAZINE. Closes Oct. 20, 1891, when the following magnificent rewards will be given to persons sending in the greatest number of words made up out of the letters in the words "HOME MAGAZINE." First reward, \$1,500 in gold; 2nd, \$1,000; 3rd, \$500; 4th, \$750 Grand Piano; 5th, \$500 Organ; 6th, \$300 Team of Ponies and Carriage; 7th, \$150 Gent's Gold Watch; 8th, \$100 Ladies' Gold Watch; 50 prizes \$25 each, China Tea Set, 50 Hunting Case Silver Watches, 100 Boy's Silver Watches (all fully warranted), 25 prizes \$10 each, 100 prizes \$2 each, and 200 at \$1 each, making a total of 569 splendid rewards, ranging from \$1 up to \$1,500. All prizes delivered free in U. S. and Canada.

The words must be constructed only from letters contained in the words "HOME MAGAZINE." Foreign or obsolete words not allowed; neither will singular and plurals of same word be allowed. The words must be numbered 1, 2, 3, and so on, to facilitate the awarding of prizes. The list containing the largest number of words will get first prize, the next second, and so on.

Each list must be accompanied by \$1 for six months' subscription to THE CANADIAN AGRICULTURIST, one of the best illustrated Home Magazines in America.

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PETER MCSWEENEY 190 Main St., Moncton.

Begs to announce that he has purchased from the insolvent estate of McLachlan Bros. & Co., wholesale dry goods merchants of Montreal, a large lot of Dry Goods. These Goods were bought on the basis of sixty and one-third cents on the dollar. Special lines at Special Prices. Tickings, Shirtings and Towellings from 5 cents upwards. Gingham, Prints and Sateens, prices from five cents per yard and upwards. Grey Cottons, White Cottons at very low prices. Hemp Carpets, Turkey Reds, Curtain Scrim, Stair Linen, Table Linen, Table Damask, Colored Cashmere Shawls, Handkerchiefs, Table Covers, Boys' Top Shirts, Ladies' Summer Vests 2 for 25 cents, Ladies' Cotton Hose two pair for 25 cents, same as last that sold so rapidly. Towels, two for 8 cents. Men's and Boys' Tweed 27 cents a yard and upwards. Gibson Remnants in Grey Cottons, Check Shirtings Flannelettes, Bed Tickings, Galatea Stripes, Gingham and Print Remnants, etc. We have a few Colored Hamburg Suits at \$2, original prices \$3.50 and \$4. Clearing balance of Parasols and Sunshades at low prices. Silk Gloves, Hosiery, Corsets, Kid Gloves, Men's Summer Undervestings.

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