

"Prizes" with common soaps are dearly paid for at the expense of clothes and hands.

SUNLIGHT SOAP

REDUCES EXPENSE

CUTS SCOTLAND IN TWO.

Canal From Clyde to Forth—Engineering Undertaking That Will Involve Great Expense and Bring Great Returns.

Scotland is perturbed by the idea that it is about to be cut in two by a canal from the Forth to the Clyde. Since the visit of Lord Selborne to the proposed Admiralty base at St. Margaret's Hope a couple of months ago, it has been well enough known that the Government officials have been keenly interested in the question of a ship canal westwards, and it may prove that, with definite plans and estimates before them, they will be ready with the guarantee of interest on capital without which none of the schemes could possibly proceed. Acting in conjunction with the London promoters is a committee in Edinburgh, who seem sanguine enough that such guarantee will be forthcoming. Meanwhile, all that can be profitably said is that Messrs. Stevenson are now acting upon instructions to prepare the necessary plans for the construction of a canal big enough for the passage of a view to commercial trade as well as to meet the exigencies of the navy, and it will have a depth of some 30 feet. A great feature of the Stevenson scheme is that it will ensure an inexhaustible supply of water from Loch Lomond, while the gradual and comparatively slight rise to the loch, which is only 22 feet above sea level, will obviate the construction of a number of locks.

The suggested route lies along the Forth Valley. There is a tract of country from Alloa westward to within ten miles of Loch Lomond where the surface of the ground is only from 30 to 50 feet above the main sea level, and the strata is an alluvial deposit. Between that and Loch Lomond the ground rises rapidly and attains a maximum height of 240 feet above mean sea level, and dips again to the south end of Loch Lomond, the surface of which is only 22 feet above mean sea level. The distance across that higher ground is about seven miles, 11 miles of it being above the 200 feet line. Loch Lomond, which has ample depth for vessels of the largest draught, could be utilized as the canal towards the north end of the loch to Tarbet, and thence across to Loch Long there is only a distance of 1½ miles, the ground attaining a maximum height of 130 feet above the mean sea level. Loch Long is practically the Atlantic Ocean, and the navigation of it is safe and the water of ample depth. The surface of Loch Lomond which is only 22 feet above the mean level of the sea, is taken as the proposed summit level of the canal, and, having a water area of 21,000 acres and ample gathering ground, it would form an inexhaustible reservoir for supplying the locks with water.

Only two locks at either end, at Alloa and Loch Long, would be required, as the level of the canal is only 13 feet and 17 feet above high water level at those places respectively. Both approaches are in smooth water, and free from any danger of navigation. The western outlet into Loch Long is considered exceedingly favorable, as vessels of the largest class could at once proceed to sea quite free from the interruption and liability of grounding which they would meet had the canal debouched into the Clyde. The eastern entrance to the canal it is proposed to form about a mile above Alloa, where vessels will be raised to the canal level by suitable locks. From Alloa the canal will pass to the north of the links of the Forth, and to the northward about half a mile of the town of Stirling, then along the valley of the Forth to Gartmore, and enter Loch Lomond near the mouth of the Endrick, a distance of 28 miles. Near the Loch Lomond end there will be a deep cutting. It is proposed to make the canal throughout with a depth of 30 feet, with a width at the bottom the

same as the Suez Canal—namely, 72 feet, and side slopes varying with the nature of the material. The locks will be capable of passing the largest vessels afloat, or about 600 feet in length and 80 feet in width, with smaller locks alongside for smaller vessels.

One of the engineering features of the scheme will be the carrying of the canal through the high ground near the Loch Lomond end. At one time it was proposed to tunnel that ground to the extent of 2½ miles, the tunnel to be not less than 150 feet in height above the water line. But it is understood the idea of making a tunnel has dropped, and an open cutting has been substituted. The distances on the route from the Forth to the Clyde are as follows:—From Grangemouth to Alloa, 10½ miles; from Alloa to Loch Lomond 28 miles; up Loch Lomond to Tarbet, 14 miles; and across the neck of land from Tarbet to Loch Long, 1½ miles. Loch Long is 15 miles in length to its junction with the Forth of Clyde. The total distance, therefore, from Grangemouth to the Forth of Clyde is 69½ miles.

Apart from the question of strategy, an indication of the saving in distance that would be effected by the canal will be gained from the following list:—(1) From the Clyde to ports on the east coast of Scotland, northeast of England and northwest of Europe, the distance saved would be from 529 to 238 miles; (2) From the Forth to ports on the west coast of Scotland, northwest of England, Ireland, America and the Mediterranean, the distance saved would be from 487 to 141 miles; (3) Tyne ports to the St. Lawrence River, the distance saved would be 150 miles; (4) west of Britain and north-east of Ireland to middle western ports of the continent the distance saved would be from 377 to 98 miles.

There is a pleasure in doing good which sufficiently pays itself.—Vanbrugh.

Be Quick

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A New Appointment

We have appointed SATURDAY as our

Bargain Day.

This does not refer to any particular day, but includes every Saturday during the year, or until further notice. Special Bargain Day prices will be given on Men's, Boys' and Children's Suits, Overcoats, Ulsters, Reefers, Raincoats and MacIntoshes, Boots, Shoes, Rubbers, Trunks, Valises, Satchels, Umbrellas, etc. Scarcely a week passes without new arrivals in all of the above lines.

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Tender for Buildings on the Riviere Ouelle Branch.

Separate Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for a Combined Passenger and Freight Station," "Tender for a One Stall Engine Shed," "Tender for a Shelter," "Tender for a Section Tool House," as the case may be, will be received until TUESDAY, the 6th day of October, 1903, for the above mentioned buildings to be constructed on the Riviere Ouelle Branch.

Plans and specifications may be seen at the Office of the Station Master at Riviere Ouelle, P. Q., and at the Chief Engineer's Office at Moncton, N. B., where forms of tender may be obtained.

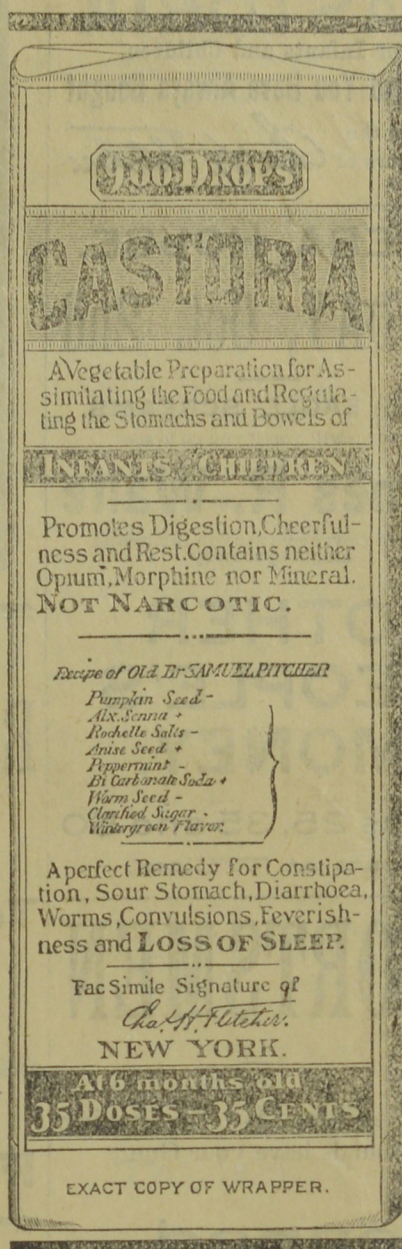
All the conditions of the Specification must be complied with.

D. POTTINGER,
General Manager.
Moncton, N. B., September 15th, 1903
Sept. 18—d131

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On and after Sunday, June 14th, 1903, trains will run daily (Sundays excepted) as follows:

TRAINS WILL LEAVE ST. JOHN

No. 6 Mixed for Moncton	6.25
No. 2 Express for Halifax and Campbellton	7.00
No. 136 Suburban for Hampton	13.15
No. 138 Suburban for Hampton	13.15
No. 136 Suburban for Hampton	22.40
No. 4 Express for Moncton and Point du Chene	11.00
No. 26 Express for Point du Chene, Halifax and Pictou	11.45
No. 8 Express for Sussex	17.10
No. 124 Express for Quebec and Montreal	19.10
No. 10 Express for Halifax and Sydney	23.45

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney	6.45
No. 7 Express from Sussex	9.00
No. 133 Express from Montreal and Quebec	12.55
Nos. 135, 137, 155 Suburbans from Hampton	7.45, 15.30, 22.00
No. 5 Mixed from Moncton	15.15
No. 5 Express from Moncton and Point du Chene	17.30
No. 25 Express from Halifax and Pictou	17.45
No. 1 Express from Halifax	19.15
No. 81 Express from Moncton, (Sunday only)	1.35

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight. Moncton, June 11, 1903.

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INTERCOLONIAL RAILWAY

TENDER FOR BUILDINGS.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Buildings," will be received until MONDAY, the 12th day of October, 1903, for the Buildings required at Moose Park, Forestville and Aston Junction Stations.

Plans and specifications may be seen at the offices of the Station Masters at Moose Park, Forestville and Aston Junction, and at the office of the Engineer of Maintenance, Moncton, N. B., where forms of tender may be obtained.

D. POTTINGER,
General Manager.
Railway Office,
Moncton, N. B., September 26, 1903
Sept. 29—d101

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