

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., JUNE 28, 1883.

The crops in Quebec are as follows according to the Montreal Star: Hay a magnificent crop; grain below the average; potatoes good; fruit, very promising.

Renewed dissensions have broken out in Parliament in the House of Commons and O'Donnell, M. P. for Dunfermline, threatens to detach himself from the party.

An Acadia Fete at Pictou, is being agitated by Hon. Mr. Langtry, to take place on the fifth of August, at which Sir Hector Langevin and Hon. Mr. Chapleau are expected to be present.

Last year the rate of taxation in Winnipeg was one per cent, and the sum realized was some \$80,000. This year it will be one and a half per cent, with the receipts from miscellaneous sources, is estimated to yield \$550,000.

The official report for Manitoba shows, in the midst of a number of other agricultural details, that the average of wheat has increased by new breaking about fifty-five per cent, with the promise of a considerable improvement in quality over last year.

The month of June ends the fiscal year of the American Government. During the eleven months ending with May the national debt has been reduced \$120,000,000, as against \$139,000,000 for the corresponding period of last year. The Government receipts for the same time show a diminution of \$7,000,000, due mainly to the changes in the tariff made by the last Congress.

A Washington dispatch says that Canadian hay exporters will be refunded overcharged duty by the Washington Government. It amounts to about \$2,000,000. This was brought about through a test case before the Supreme Court of the United States, which decided that hay was liable to ten per cent duty only, and not twenty per cent, as had been charged for years past by the United States Customs.

There would seem to be some very careless, if not corrupt, legislation in the State of New York. Every year there is passed what is called a supply bill whose object it is to make up deficiencies in the annual appropriations, but which in reality make the vehicle for the most unwholesome and corrupt legislation. This year the bill in question appropriated \$625,000, out of which amount Governor Cleveland vetoed items footing up \$250,704.36. This certainly was bad enough, but affairs were still worse in 1880 when Governor Cornell vetoed \$948,036.58 out of \$1,575,273.58.

According to the U. S. mint report the yield of the mines of the United States for 1882 was \$32,500,000 in gold, and \$46,800,000 in silver, making a total of \$79,300,000. In 1881 there was more gold by \$2,200,000 and less silver by \$3,800,000. Of the gold \$5,600,000 was devoted to manufacturing purposes and the remainder was coined. Of the silver \$15,750,000 was exported, \$5,094,000 went to the manufacturers, and the balance was coined. The State most productive of gold was, of course, California, which yielded \$16,800,000. In silver Colorado took the lead with a yield of \$16,500,000. At the bottom of the list stood the Territory of Wyoming, producing only \$5,000 of gold and no silver at all.

Ever since history began the cause of sea-sickness has been the great medical mystery. Many theories have been evolved, the most popular, perhaps, being that which traced the malady to the disturbance of the gastric nerve caused by the motion of everything around the sufferer. But when it was found that blindness and darkness did not stay the complaint, the field was open for a new theory. This has been supplied by a writer in the *Popular Science Monthly* who locates the primal disturbance in the ear. In the inner part of this organ are three semi-circular canals filled with very sensitive nerves and lined with a fluid in which float little hard substances mainly composed of silver. As sea the fluid gets agitated, knocks these little particles against the nerves, and sets up an irritation which soon spreads to the stomach and causes nausea. Strong reasons, for which we have no room, are adduced in favor of this theory, but it is difficult to see why violent exercise of any kind, such as horse-riding for instance, should not produce the same effects as the motion of a vessel.

The Toronto Globe very stupidly taunts Sir Charles Tupper with having been apprenticed in his youth to a mechanical employment. No person except a rank snob, we are very sure, can see anything in this to his discredit. Nay more, there can be no clearer proof of a man's great worth than that, beginning life without the advantages of wealth, rank, or influential friends, he should force his way upwards to a foremost position in the country and become an imperishable part of its history. It is creditable also to the institutions of any country that the want of such accidental advantages as rank or wealth form no bar to a man's advancement. The rich man and the poor man are on a level. Colonel Birch, who sat in the House of Commons in 1675, replied to a member who had jeered at him for having once been a carrier: "It is true, yes, that gentleman says that I once was a carrier; and let me tell that gentleman it is very fortunate for him that he never was a carrier; for if he had, he would have been a carrier still." That is evidently the sort of man the editor of the *Globe* is.

Railway Activity.

This is a period of unprecedented railway activity in the Maritime Provinces. The numerous works in progress, carried on by the Government as well as by private enterprise, give a good idea of the spirit of progress that appears to animate the people. Some of them are of a character and magnitude that would have been deemed a generation ago, beyond the capabilities of the country, if not the bounds of possibility.

The construction of the Railway bridge across the falls at St. John is to be proceeded with at once. Arrangements are completed for putting it up to tender, which will be done next month. The cost will be half a million dollars. When completed, cars can cross the continent direct from Halifax to St. John without change.

At Halifax an almost similar work is now fairly under way, viz: the bridge across the narrows to Dartmouth and a branch Railway to that town. The bridge will be located at Richmond. It will be 1,400 ft. long, and for the distance of 1,000 ft., the water is 60 ft. in depth. It will be a pile structure, the piles being driven into an artificial formation of rock, &c., sunk from water boats. It will be provided with a steel swing draw 200 ft. clear, located opposite the Round House. To render the work as much use as possible to the trade of the port, the bridge will also have wharf fittings, in order that cargoes may be received and despatched from it. The branch Railway is 1½ miles long. The Dominion Government granted \$110,000 for the work last session. The town of Dartmouth gives \$4,000 per annum towards reimbursing the Government for the expenditure.

The whole affair is a nice piece of engineering, and while it will prove of very great value to Dartmouth, it is another proof of the boldness and energy, with which Sir Charles Tupper overcomes difficult problems. The Railway Department will put up to tender in a few days the branch from Dalhousie Station to the town, 6 miles.

A branch of 4½ miles is to be offered at once from River du Loup to a deep water wharf at the mouth of the river. The Cape Traverse Branch is now being located by Mr. James Brown, C. E., after which it will be put up to tender for construction, and will be completed this fall.

A four shed 500 ft. long in length and 100 ft. wide, at St. John, has been let to Messrs. Causey, Bond and Milton. The station or head house, St. John, will be up for tender in three or four weeks.

The plans of the new General Office at Moncton are about ready. They are to be about double the size of the old building, and to be made of pressed brick with stone trimmings. The new edifice will be very handsome.

The Carquet Railway, about 40 miles, is to be put up for construction at once.

The Kent Northern Railway from I. C. R. to Hibernia, 28 miles, poses and the railway for some years, but delayed owing to the failure of the Company to get rails when required from I. C. R. to be opened for traffic in September.

The Great Short Line between New Glasgow and Oxford is being proceeded with rapidly.

The opening of the branch to Peggwash will be delayed for a month or two at least, for want of rails.

The link on the main line, from the I. C. R. to Cape Tormentine, corresponding to the Cape Traverse link on P. E. Island, is being energetically proceeded with.

The grading to Port Elgin will be completed about 15th July. Early in the autumn, the Company hopes to lay rails to that place, for winter traffic.

—Apropos of Sir John's Franchise Bill it may be worth while to observe that, while it makes important concessions to the ladies in the House of Commons, it does not give them the right of sitting in Parliament. In this regard there has been a serious retrogression since the days of our ancestors. In Henry III. and Edward I's time four Abbesses were summoned to Parliament, the twenty of Shaftesbury, Burking, St. Mary of Winchester, and of Wilton. In the reign of Edward III. there were summoned by writ to Parliament the Countesses of Norfolk, Ormond, March, Pembroke, Oxford, and Arundel. It does not seem just right that in this glorious nineteenth century the fair sex should be debarred from privileges which, they enjoyed in those misty medieval days. In England at the present time ladies are elected to School Boards and have proved to be most useful members. In a new country like our own, free from many of the prejudices attaching to older forms of civilization, we might not unreasonably give a little better than this and admit them to the Local House, if not to the Senate and House of Commons. Mr. Mill in his *Subjection of Women* strongly advocated the admission of women to Parliament and even to the cabinet, though with the caution of a philosopher he confined his plea to the case of elderly women. No such beggarly limitations, we need scarcely say, shall be imposed upon the action of the Post, if we are ever called on to deal with the question as a practical political problem.

—On the first page is a sermon preached a few weeks ago by the Metropolitan of Canada, the venerable Bishop Medley, at the Cathedral of Fredericton. It was a carrier; and let me tell that gentleman it is very fortunate for him that he never was a carrier; for if he had, he would have been a carrier still." That is evidently the sort of man the editor of the *Globe* is.

Summer Saunterings.

BY AL. OAPER.

Point du Chene is a point of departure for P. E. Island. It is a fine place to leave. When the vacation loafers stand on the long pier and see the plying I. C. R. train on one hand, the white paddle boat of the "St. Lawrence" on the other, and takes a glance at the angular cottages, the flat shores of Point du Chene, devoid of the charm and mystery of foliage, he can manage to summon resolution to decide the direction of his steps, and he gathers his carpet bag and umbrella and disappears in the train, or dashes up the gangway of the boat bound for Summerside. My way was the latter. The distance across is 40 miles. The time occupied is about four hours. Travelers are crowded together and when they cease to grumble, matters are of a millennial cast. It is about this way good time; they are clean; good dinners are served; Captains Evans and Cameron have won the confidence of the public by years of successful and wide popularity by their courteous attention. It is pleasant sitting on the hurricane deck, after a good square dinner, watching the sun dived off the paddle wheel, and around the stump, and the stumps were quite sound, the beech below the level of high tide, other stumps were irregularly scattered in an open wood. "Of thirty or forty stumps examined by Mr. Dawson, the greater number were pine, but a few were beech." The pine stumps were quite sound, the beech below the level of high tide, other stumps were irregularly scattered in an open wood. "Of thirty or forty stumps examined by Mr. Dawson, the greater number were pine, but a few were beech." The pine stumps were quite sound, the beech below the level of high tide, other stumps were irregularly scattered in an open wood.

Noticed three small vessels on the stocks, but not a vessel of any tonnage at the wharves that face the town. The people there complain of stagnation of business, and certainly the idle atmosphere pervading the lower part of the town does not belie the complaint. The leading topic your correspondent found discussed was the Scott Act. When first declared in force, the liquor interest resisted forcibly and fines and imprisonments were the order of the day. One leading hotel man was sent to jail for one month and another two months, and they have been but recently released. The act is nominally in force, but it is said the initiated need not go thirsty. Leaving Summerside by the narrow gauge Government line, for Charlottetown, one passes through a section that cannot be described as a sentiment of admiration and pleasure. A rich rolling country, a fair land, wide acres of grain and grass, quiet homesteads under the shadow of groves of spruce and birch, one sees a constantly changing panorama of rural beauty.

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The Isthmus of Chignecto.

Our Submerged Forests—Tidal Forces—Subsidence of the Country.

No 4.

In previous letters, I called the reader's attention to the importance, in an economical point of view, of the geologic events by means of which the country adjoining Cumberland Basin became rich. And in proof of the great changes of level, I referred to the fact, that the tides of this Basin rise and fall over some of the ancient forest-land uplands of the country. There are several places now submerged where the remains of forests have been found. And it is highly probable that large areas of the once heavily timbered forest land underlie the marshes adjoining the Bay. One of the ranges of an upland ridge, which I carefully measured during the survey for a canal across the Isthmus, extends nearly half a mile along the northern slope of Cumberland Bay. At low water, I had the appearance of having been the southern edge of an upland ridge, a part of which, the island in the adjoining marsh, known as Tongue's Isle, and by the early French settlers as Valliere's Isle, is probably the summit. This submerged forest is from ten to twenty-five feet above the high tide level. Referring to this "striking geological fact," as Prof. Dawson, in his *Acadian Geology*, terms one of these submerged forests; he says:—"At the distance of 326 paces from the abrupt edge of the marsh, and about 25 feet below the level of the highest tides, I saw the first of the rooted stumps which appear in a belt of sand, gravel and stones mixed with mud, which intervenes between the slope of mud already mentioned and the level of low tide. Beyond the stump first seen, and extending to a depth of at least 30 to 35 feet below the level of high tide, other stumps were irregularly scattered in an open wood. "Of thirty or forty stumps examined by Mr. Dawson, the greater number were pine, but a few were beech." The pine stumps were quite sound, the beech below the level of high tide, other stumps were irregularly scattered in an open wood.

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Personal and Political.

—Hon. Alex. MacKenzie has gone to St. John's.

—The Lieutenant-Governor, who has been absent to Ottawa, has returned. —Sir Leonard and Lady Tilley arrived at Liverpool, G. B., Monday morning.

—Mr. Mundy, whose wife levanted with Lord Shrewsbury, has just married a Miss Hartopp.

—Sir S. L. Tilley has arranged to visit the North-West on his return from England.

—The proprietor of the St. John's, Que., News has been arrested for criminal libel at the instance of Mr. D. Girouard, advocate.

—According to an English paper, Mr. Langtry is rusticated in Wales on a weekly stipend of \$15.75 from Mrs. Langtry.

—The Lieutenant-Governor Archibald's term of office expires on the 4th of July. Mr. Ritchie will probably be sworn in on the 5th.

—The Governor General and Princess Louise are expected in Quebec in about ten days, and will remain there six or seven weeks.

—Mr. R. Luttrell, formerly Supt. of the I. C. R., and now Supt. of the western division of the Grand Trunk, was married on 21st inst., to Miss Kate Luke, of Brampton.

—The famous Algerine prince, Abd-el-Kader, did not long ago at Damascus, where he has for many years been living as a pensioner of the French Government.

—The Queen's refusal to open the exhibition of the Irish lace, to be held in London next day, has evoked much adverse comment; the Prince of Wales also declined, and the Duchess of Cornwall agreed to open the exhibition.

—The Grand Jury in London has found time bills against the dynamite conspirators, Whitehead, Curtis, Aeneburgh, Willson, and the two Gallaghers. Their trial began on Monday, June 11th, before a special court consisting of Chief-Justice Coleridge, Justice Brett, and Justice Groves.

—From the *Solihull Herald*, of June 15th, we notice that Mr. Wm. Dibbles is station agent there with a numerous staff of officials, and is described as a popular and pains-taking officer. Mr. Dibbles is a son of the late Mr. Wm. Dibbles, Barrister, of Richibucto, and has worked himself up to a very responsible position, though he is yet only 19 years of age.

—The condition of the Queen is greatly improved. Her Majesty was able to walk from the train to the carriage on her arrival at Windsor from Balmoral. The Queen has invited the painter Angeli to come to England and take a life sized portrait of her, which she will present to the Emperor William on the 25th anniversary of his assumption of the Regency of Prussia.

—There is some little mystery about the mention of the Duke of Albany's name in connection with the Governor-Generalship of the Dominion. It is generally supposed, however, that he really offered himself for that post, but that his services were declined in consequence of a request to that effect made to the Ministry by the Queen.

—Her Majesty's health both of mind and body is in a bad state and she does not wish to be separated from her children.

—The Committee of the Congregation of R. C. Church, Amherst, intend holding a GRAND PICNIC at the Amherst Driving Park.

—Excursion Trains will be run from St. John and Halifax at low rates. A Band of Music will accompany each train and with the Amherst Band will play on the grounds during the day.

—A Strawberry Festival will be held at the Amherst Driving Park on Wednesday, 18th July, 1883. In aid of the Church.

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