General Business.

M.S.N.CO.

TIME TABLE

STR. "MIRAMICHI" will leave Chatham every morning (Sundays except ed) at 7,10 a. m. for Newcastle at 7,45 a. m. and Chatham at 9 a. m. for points down river, viz:—Loggieville, Oak Point, Burnt Church, and Negure calling at Esquminac on Mondays, Wednesdays and Fridays, and Bay du Vin on Tuesdays, Thursdays and Saturdays.

On Tuesdays, Thursdays and Saturdays, Steamer's passengers for Newcastle, Douglastown or Bushville will be forwarded by Str. Neison.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STR. "NELSON" WILL LEAVE Chatham at 9.00 a. m. 11,00 " 2.00 p. m. 4.15 " 7.00 " Newcastle 10.15 a, m. Nelson at 9,50 a, m. 12.15 p. m 3,15 5,15 7.45 2,50 p. m. 5.00 "

See Passenger Tariff for Rates.

All Freights Must be Prepaid. J ARCH'D HAVILAND, Manager, B., May 15th 1901. (Telephone 40.)

MIRAMICHI STEAM NAVIGATION CO,

ON TUESDAYS, THURSDAYS AND SATURDAYS, tickets, good for day of issue only, will be issued from Nelson, Newcastle, Douglastown, Bush The

Passengers can now be landed at CHURCH POINT WHARF. Steamer will call at Nelson for a party of or more persons, on request to manager (on day previous), and the passengers will be returned to Nelson the same day. ON MONDAYS WEDNESDAYS AND FRIDAYS —FOR—

ROUND TRIP TO ESCUMINAC.

Meals and Refreshments Str. NELSON

will on every WEDNESDAY after July 1,1901, untifurther notice, carry LADY passengers between Nelson and Chatham and intermediate points, commencing with the trip which leaves Nelson at 11.50 a. m. at the return rate of 15 cents, and children

ON MONDAY AND WEDNESDAY EVENINGS, until further notice, commencing with the tri J. ARCH'D HAVILAND, Manage

INTERNATIONAL S. S. CO

FIVE TRIPS A WEEK.

20 Hours to Boston!



Passengers arriving in St. John in the evening can go direct to the Steamer and take Cabin Berth

FOR SALE. Carts. Truck-Waggons Cart-Wheels

FOR SALE AT THE CHATHAM CARRIAGE AND SLEICH WORKS ALEX. ROBINSON, Chatham, N. B.

The DOMINION PULP CU'Y LTD, opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter. Particulars on application.

Postal address: CHATHAM, N. B. P. O. Drawer 3.

THE COMINION PULP CO. LIMITED

DERAVIN & CO. COMMISSION MERCHANTS

ST. KITTS, W. I. Cable Address: Deravin LEON DERAVIN, Consular Agentfor France.

COMMON SOAP

ROUGH On Face and Hands.

We have just imported a large lot of Cucumber and

Soap direct from the factory winext TWO WEEKS

3 Cakes for 10 cents. 3 p. m., speeches by Joseph Perreault, Although no matter of a Maritime charac- I tru t your visit may be pleasant and foul or brackish water is avoided by the

It is made from Pure Olive Gil and the Juice of Cucumbers. We can recommend it. Mackenzie's Medical Chatham, March 18, 1901.

Miramichi Advance.

AUGUST 22, 1901

Shortcomings

The shortcomings of the ADVANCE this week are many, owing to its editor and reporter being away for a part of the time with the Ontario Press excursionists, and then having to hurry home to perform the duties of Secretary-Treasurer of the Maritime Board of Trade, now holding three sittings a day in Chatham, and the procuring outside assistance being impossible.

Press Visitors.

The Ontario Press Association to the number of nearly one hundred, are now visiting the Maritime Provinces. They passed down to Moncton on magnificent special Wagner train Friday last. There were four sleepers, a dining car, an immigrant sleeper for the train staff and a baggage car. From Moncton they went to Point du Chene and over to Prince Edward Island the steamer Northumberland. They are passing through Nova Scotia are to go, via St. John, to Fredericton and over to Chatham Junction nex Tuesday evening, proceeding theuce to Quebec, Mr. Smith, of the ADVANCE, joined them at Newcastle going with them to Point du Chene, and other press representatives of New Brunswick, including Mr. Stewart, of World, Mr. Hawke, of the Transcript, and others were added to them at

with the I. C. R. train service. Manager Russell, Traffic Manager Tiffin, Pullman Car inspector Archibald, General Passenger Agent Lyons, his deputy, Mr. Price, and other officials accompanied them to Moncton or the Point.

News and Notes.

A report from Newfoundland says tha he government has invited Premie Laurier to visit them with the royal part when they are on their way home and have a talk with Premier Bond and his colleagues on the question of improving the St. Lawrence route.

Edward Kimber, Gentleman Usher the Black Rod in the Dominion House of Commons, died on Friday.

Steamer Islander, on the Alaska route struck an iceberg off Douglas Island, the Northern Pacific, at two o'clock last Thursday morning and went to the bottom, carrying from 65 to 80 of her passengers and crew with her.

Output of Ontario Logs to be Cur-

Toronto advices of Thursday last say -"As a result of the representations of the Lumbermen's Association of Outario. a compact will be entered into by those engaged in lumbering operations in the province to curtail the output of logs next season. Steps will also be taken to circumvent the action of the fire underwriters, who recently advanced the rates on lumber by from 50 to 225 per cent. by forming an independent insurance

"A representative meeting of the Ontario Lumbermen's Association held at the Board of Trade yesterday, when it was unanimousiv decided to take immed ate action regarding the regulating of the cut for next season, and securing relief from the alleged inordinate de mands of the Underwriters' Association. "It was pointed out in a resolution introduced by Mr. Dyment, of Barrie, seconded by Mr. C. Beck, of Penetanguishene, that in view of the increase the cost of stumpage, the difficulty providing suitable labor, and the uncer tainty of the demand for the product, the are of the opinion that it is very desirable to decrease the quantity of logs to be taken out next season, and those present agree to curtail the r operations. and advise all interested to adopt this course so as to conserve the timber hold

ings of the province, "This resolution was unanimously adopted. In the discussion which ensued it was shown that as timber is a perishable commodity, it would be a shortsighted policy on the part of those engaged in lumbering to take out any more legs than would nicely supply the demand. In view of the cost of carrying on the business, it was felt that prevailing prices should be maintained in order to insure a fair margin of profit to oper-

"It is the general consensus of opinion of the meeting that the condition of the market doesn't warrant any reduction on the present scale of price, and that this was especially the case as regards highgrade thick lumber.'

[Freeman] Acadians and Their Feast.

The celebration of the Feast of Assumption, at Memramcook, on Thursday, was an event attended with more han usual interest.

The presentation of the historical tableau of "Le Dispersion des Acadians," was a feature that will long be remember ed in Memramcook's historic halls. This picture is the work of M. Beau, the distinguished Canadian artist, and was shown at Paris in 1900, when it won the bighest commendation and the award of the international jury. It is 12 feet by 8, and will occupy a prominent place in the college buildings at Sr. Joseph's. The picture has been secured through the joint efforts of the Sr. Jean Baptiste Society of Quebec and the Societe de L'Assumption of the Acadian population in the maritime provinces, each paying one-half the cost, \$1 000, or \$500 for each. The programme for the day at St.

Joseph's was as follows: 10 a. m., service and sermon by Rev. P. C. Gauthier. Dinner at college and refreshments

Exposition of the tableau. Amusements, etc.

Hon. Judge Landry, F. L. Beique, Hon. C. H. Labillois, A. H. Comean, Hon. O. past year, I in persuaded it would be to the kindly remembrances of this one. J. LeBlanc, Fred L Frest. M. P. P, advantage the Board that the By Laws I welcome you one and all. Hall, O. M. Melanson, M. P. P., L. L. N Bourque, G. DesRoches, Jos. O. Aren- ing, it be in optional with the President to Board will appear next week.]

ean, N. Landry and others.

5. 30, supper. 7 30, grand concert in the Memorial Lefebvre Hall, and presentation of tableau by L. O. David of Montreal, in the name of the Canadians, and by Dr. L. J. Belliveau of Shediac, in the names of the

Monk, and Hon. A. D. Richard.

Among those present were Messrs. Tarte, Monk. Perreault, Emmerson, M. P.; Turgeon, M. P.; J. D. Hazen, M. P. P.; Urbain Johnson, M. P. P.; Kent; O M. Melanson, M. P. P., Westmorland; Senator Poirier, Judge Landry, Dr Belliveau, O. J. LeBlanc, M. P., Kent; W. F. Humphrey, M. P. P., Westmor land; Fathers Hebert, St. Paul; F. X Cormier, F. X. J. Michaud, Buctouche; P. H. Belliveau, Grand Digue; D. Lagere, Fox Creek; A. Robichaud, St. Anne Judge Landry presided over the formal

presentation of the picture made by Mr. Perreault on behalf of St. Jean the Baptiste Society, Quebec, and L J. Belliveau, M. D., of Shediac on behalf of the French-Acadians, in elequent speeches. Rev. Father Roy, superior of St. Joseph's College, and Mr. Beau, the artist, made acknowledgements in suitable terms, after which Messrs. Tarte, Emmerson, Monk, Father Doucett and W. F. Humphrey. M. P. P., addresse I the audienes.

The usual sports and music were furnished on the grounds, the College and the Shediac bands furnished music. The day was a memorable one for the Acadians, a reunion in fact. The speeches brought out all the fervor and bright ness that the occasion warranted and were listened to with rapt attention by delighted auditors.

HAS STOOD THE TEST for over twenty five years with thoroughly satisfactory re-The excursionists were delighted sults. Fuller's Blackberry Cordial may be Complaints, in Children and Adults.

Maritime Board of Trade.

The seventh annual session of

Maritime Board of Trade is being held Chatham this week. It began yesterday. The Chatham Board has made preparations for giving the visiting delegates an outing this afternoon on the steamer St. George, the function to take the form of an excursion on the river, with a luncheou to be served en route. Should the weather be propitious it is probable that a run will be made as far as Burnt Church. Senator Snowball has placed the St George at the disposal of the committee for the purpose, and its active members, Messrs. Geo. Watt, J. D. B. F. Mackenzie. W. C. Winslow and R. A. Murdoch! (Mr. Stewart be ng absent on the press excursion) are making such arrangements | half a million. as will, no doubt, result in a pleasantly

spent afternoon. The subjects listed for discussion are the following :-

1. Reduction of postage on City Drop 2. Canadian Old Home Week and Tourist

onial Railway. 4. Wharf extension and improvements at Pictou and Georgetown, P. E. I, and its 5. Import and export traffic over the

6. Telegraph grievance of P. E. I. 7. School question; present curriculum. 8. Should Civic tax defaulters in towns and cities vote at Civic Elections? 9. Fire Insurance Rates.

10. Government Inspection of Railway Bridges and Culverts. 11. The extension of the Indiantown

Railway to Blackville. 12. Marine Insurance Rates. 13. Preservation of our Forests. 14. Cold Storage for trans-Atlantic ship-

imported direct to Canada. 16. Trade with South Africa. 17. The advantages to accrue to Northern New Brunswick, P. E. I. and Cape Breton by the Government encouraging a trans-Atlantic line of steamers between the Mira- same michi and London or Liverpool, calling at

15. Preferential rebate on goods from G

Charlottetown and Sydney. 18. Fast Atlantic Service. 19. More permanent material for public wharves and breakwaters. 20. What can we do to preserve the Lobster Fishery?

Amongst the delegates from the different boards of the three provinces and the de'e rates and members of Chatham Board

resent were the following : Kentville, N. S.: M. G DeWolfe, Geo. St. John, N B : Wm. Jarvis, F. O. Allison, W. Shives Fisher, W. G Robertson. Halifax, N S : J. A Chipman, F. K.

Warren, F. C. Simson, Geo. E. Boak, J. E. DeWolfe, W. A. Black. Charlottetown, P E. I: W. H. Aitken G D Longworth. Moneton, N. B.: J. H. Harris, C. P. Harris, F. P. Reid, J. Flanagan, A. Holstead, E. G. Russell, F. W. Sumner. Chatham, N B. : W. S. Loggie, W.

Snowball, M. S. Hocken. D. G Smith, J. B. Snowball, Geo Watt, Alex Burr, R. Flanagan, Jas. Nico', J. Fred Benson. Sussex, N. B. : H. P. Robinson, H. H. Sydney, N. S.: E. C. Hanrahan.

Truro, N. S.: C. E. Bently, Dr. D. H. Newcastle, N. B.: D. Morrison, G. A. Lounsbury, P Hennessy. Middleton, N. S. : N. H. Parson.

President Loggie took the chair at the opening yesterday morning and H Worship, Mayor W. B. Snowball, welcomed the visiting delegates in behalf of the people of Chatham. President Loggie then ead his address, which was referred to a committee who reported recommending that it be entered on the minutes and he

GENTLEMEN OF THE MARITIME BOARD OF TRADE :

Another year and another century have passed since last we met in annual session. Rembering, as I do, the exhaustive addresses of my immediate predecessors. Mr. Jarvis, of St. John in 1899, and Mr. De Wolfe at last year's session. I am indeed onscious of my inability to do justice to the interests of the Maritime Provinces. business men of the Maritime Provinces to

the Liverpool of the North Shore of New of the province, whose activities in the lumbering and fishing industries are of the greatest value and importance to the mer- Board and Newcastle Board have become cantile interests of the Maritime Provinces. affiliated with the Maritime Board; that ivers, ranking second in the Maritime delegates to attend this meeting. Provinces, and our town, the principal distributing centre of Northern New Brans-

You will observe our streets do not pre sent as unencumbered an appearance as we would wish; but you will notice that the gene al condition of obstruction is due to our town autho ities being engaged in supplying Chatham with a water and sewerage system and other improvements; so as to place us on a footing with the most progressive cities and towns, MEETING OF COUNCIL.

ter has been brought to my notice that proficable, and that those of you who have required a morting of Council during the never visited the Miramichi, may have provide that there shall be a meeting of Council, six months after the annual meet-

convene other meetings of Council as necessity might require.

CONSTITUTION AND BYE-LAWS. The mat er of revising the Constitution and Bre-laws was referred to a committee consisting of the President, Secretary and M. G. DeWol'e, Esq.

But, under the constitution itself, no alteration could be made without notice being given at a previous general session, or twenty days no ice before the session at which the Speeches by Hon. J. I. Tarte, F. D. alterations were proposed to be made. The Secretary has in his hands alterations prepared under the twenty days rule, and they may be made effective. COLD STORAGE.

> It is apparent that more attention must be given to the ocean carrying trade of perish-Prof. Robertson, since his return from England, is impressing on us the necessity of delivering perishable products to market in the best possible condition. It is important that steamers be fitted up with the nost improved cold storage system, so that all descriptation possible of perishable goods be avoided. It would be in order for this Board to Memoral ze our F deral Government on this important matter, and urge the i ting up of necessary steamers to overtake the increasing trade in this class of goods, that justice may be done and shippers encouraged by having the best equipments possible, to secure the Mother Country mark ts.

SOUTH AFRICAN WAR. During the year that has passed we have been welcoming home our heroes of South African War. They have acquitted themselves as the "Bravest of the Brave," and won laurels that we, representing the Mercantile community of the Maritime Provinces, should be proud of. Although war at any time is a most plorable thing, we are persuaded that the

The Maritime Provinces have been promin ent in the supplying of hay and horses for the great undertaking, and more steamers have cleared for South African ports from St. John and Hallfax, during the past year, than ever before.

adding another ratch of Red to the British

Empire, was a just and most righteous one,

TOURIST TRAVEL. This subject is always important, and,

resorts, there is still a wide field of useful ness in this direction. The "Maritime Merchant" suggests that if large, plantly furnished and well ventilated rooms, also plain food, well cooked and nicely served, with everything spotlessly clean, were more generally available, such board ng places would encourage tourist travel. When attending our last annual meet ing I was greatly impressed with the extent of tourist travel in the "Land of Evangeline" and wondered why the Miramichi did not attract more American tourists.

BEATH OF OUR BELOVED QUEEN. The whole British Empire has mourned the loss of "Victoria the Good," and we of the Maritime Provinces have expressed our

It becomes us at our first meeting under our new sovereign "King Edward VII," to express our loyalty to him, who, we believe will rule us as wisely and justly as did hibeloved and lamented mother.

Another decade has gone and we find our Dominion has increased in population over We regret that the increase in would like it to be, and we realize that as nous to our provinces, and foster them as ta as we can, so that our young men and

women may find employment at home instead of in our neighbors' cities. RECIPROCITY WITH THE UNITED STATES. We are all pleased to note the change of plicion by our respected neighbors as regards the desirability of securing freer trade relations with Canada. It is expected the Joint High Commission will soon meet, and we fondly hope the

discu-sed, and an equitable finding arrived at, s, that the important matter of trade | relations may be taken up and put into There is in the New England States, s growing desire that freer trade relations shall exist. It is gratifying to know what the import-

territorial dispute has been in the meantime

being to some extent realized by them, and they are putting forward through their Chambers of Commerce and Trade journals, hat it is now their turn to sue for freer trade relations; as is illustrated in the following editorial paragraphs from the Dry Goods Economist, which is the leading Trade Journal representing the manufacturing of fabrics, and wholesale trade in the water.

"Today, however, when the Administration at Washington is committed to the policy of reciprocity, and clearer ideas prevail as to the best mode of treating our neighbor, the question of commercial union with Canada is again coming to the front, white body apparently receives protection and, it is to be hoped, with better prospects. from a fragile tube frequently found lining It is becoming every day more clearly recognized that with no country is reciprocity more desirable than with Canada, and lies between the bottom and the h.lf tide. there is reason to believe that a strong effort but specimens may be met in wood to obtain legislation to this end will shortly be made. This time, however, the overtures will be made by the United States

"It is to be hoped that Canada will not prove cov as to the results of our rejec in to her former offers. At any rate, it is gratifying to note that such an energetic prominent organization as Merchants' Association of New York has taken up this matter of reciprocity with the Dominion, and, as stated in our news columne, has adopted resolutions calling for early action on the part of Congress.'

I am sure this important matter will receive at the hands of this Board, the consideration it deserves. While it is of great importance to all Canada it seems to me to be especially so to the Maritime Provinces, as that is the natural outlet for to December, showed no trace of the worm many of our products.

WINTER EXPORT TRADE FROM CANADIAN We are all delighted to learn that the differences that last fall existed between the authorities of the I. C. R. and C. P. R., regarding the winter export trade from St. John have been mutually arranged, and relations are again most friendly.

The wheat crop in Manitoba is an abun dant one, above the average, and we may look for an active shipping trade at our winter seaports. This especially interests St. John and Halifax

But when this Maritime Board discusses winter export trade from Canadian ports: fire insurance rates; import and export traffic over the I. C. R. R.; fast Atlantic service, be thanked for it. The address was as and kindred subjects, then surely it is rendering service to Canadians generally, by discussing and considering these broad subjects, and making known their views and conclusions for the general benefit.

LOCAL BOARDS, ETC. The subject of permitting defaulting ratepayers to vote in election for the mayors and aldermen of incorporated cities and towns has been brought forward in New Brnnswick, at least, for legislative action, which mportant matters affecting the Mercantile has so far been deferred. I am of the opinion that the matter is one upon which I am, however, justly proud of this oppor- | this Board might properly express its tunity of welcoming the representative judgment, and I therefore commend it to

The St. John Board has made itself felt during the interim, by the active work it We meet in the second commerci I centre | did in opposing the proposed legislation regarding restrictions on lumber deckleads. I am pleased to inform you that Digby There is, here, one of the most magnificent Woodstock and Moncton have appointed CLOSING REMARKS. In closing this address, I commend

your consideration the important subjects arranged with the greatest care all the details for the expeditious consideration of the items to be taken up. I trust the findings that shall be arrived at will be of lasting benefit to our fair treenails. Dominion and especially so to our Maritime Provinces, and pray you to overlook wherein

Teredo Notes.

BY E. T. P. SHEWEN, RESIDENT ENGINEER OF THE PUBLIC WORKS DEPARTMENT AT ST. JOHN, N B.

Read Before the Natural History Society New Brunswick.)

inveterate enemies of timber found in the waters of the maritime pr vinces, viz., the limnoria and the teredo familiarly known as the nipper (or gribble) and the borer. Both are eminently destructive, but the depredation committed by th latter, being concealed, until far advanced is more dangerous than the manifest devas tation of the former. For those who have never investigated the subject, it is difficult to real ze either the extent of the damage inflicted, or the rapidity with which havoe i wrought among marine works by the upbuilding teredo.

The accompanying specimens of worn eaten wood are from the coasts of Northumberland Strait, where they have remained the tide-way from two to three years, a life comparatively long in those waters. In their dry state, the actual flaccid condition timber structures bored by this worm can scarcely be appreciated, for when first cast ashore, pulpy and sodden, these seive-like sections were susceptible after the manner of sponge, to compression by the hand. Remembering this, it may be understood how read ly pers and break waters, weakened by the borer, are knocked to pi-ces by the waves. The specimens exhibited were not me now, we believe, nearing to a cose, and detached piles, but the face-timbers, 12 nches square, of a work, securely bolted together tier upon tier, forming a solid and was a means of binding the Colonies themselves and the Mother Country closer | wall with only one side exposed. Unfortunately, the teredo carries on

work of demolition at even greater speed than was applied in this instance. Hemlock timbers, also a foot square, which had remained in the water at the same place, some for 12, some for 17 months, were found to be so thoroughly destrayed as to be easily penetrated through the side to a depth of 9 inches by simple pressure of a point walking stick. Except at the ends, these timbers viewed casually, presented no uuusual appearance; but when stepped upon, revealed by collapse of the deceptive surface, the utter ruin beneath. Closely examined. the outside seemed pierced by pin-holes gradually expanding towards the heart of the wood into tunnels the size of a pencil, At the same place, spruce piles 10 or 12 inches in diameter, driven early in July, came ashore cut off by the teredo, on the 3rd November following. In another example, timbers of the size already mentioned, had been reduced to six and even five inches In this case, the up and down bolts, driven at m d-breadth to fasten the tiers together, were bared, the surrounding wood having been entirely eaten away.

Either in the form of spawn, or soon after emerging from this stage, the teredo possesses the power of attachment to timber, and less than two weeks is capable of pricking a small hole for entry. Oace within, the progress of growth is attested by the gradual entargement of the tunnel, until a diameter representing the Mercantile community it of perhaps three-eights of an inch is attained behoves us to encourage industries indiga- in hardwoods. As growth proceeds, the necessity of boring to avoid being pinched is obvious. It is believed that the teredo draws nourishment from minute organisms in the water, the timber representing not food but habitation.

In New Brunswick, the teredo infests the whole coast bordering on Northumberland Scrait. In length it varies from one and a half to four inches, increasing as the facilities for boring or breeding are multiplied. In one place, before a contemplated work was begun, none were found to exceed the smaller size mentioned. After the work had been finished, the worms appeared in infinitely greater numbers, and attained double the former length. Apart from the extended accommodation thus provided by the large quantity of timber brought within reach of the teredo, doubtless the eddies, slackwater, and lee, formed by the projection of the work from the land accross the current, were also favorable to development, the temperature rising in the still

The light colored, shell-like head of the teredo is somewhat globular in form, open in front and lipped after the fashion of an auger. With this apparatus, it is supposed the work of destruction is done. The soft the tunnels. The vertical working range that level. Destructive power is greatest when the temperature of the water is high. that is from the middle of July to the end of August, or a little later. By October the worm is less inclined to attack new timber. but whether autumnal inactivity becomes absolute dormancy in the winter is not positively known. It is believed that the teredo has one enemy, (Lycoris fucata) which

also preys upon the pholas. Experiments made in Northumberland Strait with pieces of pine, spruce, hemlock birch, beech and maple treenailed together. and exposed at low water mark from October when taken up. Another raft, similar to the last, but lacking the birch, placed under the ice on the 7th of February, was found after 77 days' immersion to be untouched also. Since these timbers were in contact with ice, the experiments do not con clusively establish torpidity in the cold months, for it is possible that in deeper water the worm may work during the winter. It would be interesting to know whether, in timbers between half-tide and low water, the worms are killed by frost On the 20th of Apr I following, the first raft was replaced in the water, and suffered to remain undisturbed until the 29th of October, a period of 192 days.

Upon examination it was discovered that

the pine and spruce had been demolished. ouly a portion of the sticks being left. The hemlock, while preserving the original outward form, had become a mere honeycomb, and the hardwoods were much in the same condition as the hemlock. In fact, all the timbers were destroyed. When the lafts were carefully taken apart, it was found that teredines did not, as popularly reputed, invariably hold inviolate each other's tunnels, but bored capriciously in every direction; that is to say, with the grain. directly across, or obliquely across it. More than this, there were instances in which they had bored from one stick into another below placed transversely to the first, the tunnel continuing across the seam. In such cases the timbers were hard up, without any film of water between, being tightly drawn together by the treenails. Of course, if the second timber had not been quite close to that are in the Secretary's hands, who has the first, it would have been entered by other worms through the intervening water, In several examples, the tunnels ran without interruption from the timbers through the

I have come short in the proper fu fillment 8 (Natural History Society) upon the teredo, the fact might be turned to practical account. One difficulty in the way of utilizing water, lies in the differing density [A report of other proceedings of the of tresh and salt water. An apt illustration occurred at one of the Cape Breton coal

Near the close of the paper in Bulletin No.

mines. Some of the pit-water, strongly impregnated with iron, sulphurous, and otherwise unsavory, was discharged immediately alongside the colliery shipping pier. For some time it was thought that the water conferred complete protection, for the timbers of the pier, highly colored by it. showed no trace of the teredo. Later, it was discovered, by failure of the cribwork

deeper down, that the stratum of red water

ceased a few feet beneath the surface, and

that in the pure salt water below, the worm The Dutch commission referred to in Bulletin No. 8, was appointed in 1857, and began two years afterwards a series careful experiments lasting for a period of rears. The valuable result of the labors of hat commissions reported in the Popular Science Monthly for August and September, 1878, by E. H. Von Baumhaner, one of the members, represents the most reliable information extant upon the subject. B iefly, it showed that no mechanical protective application was of real service, and that only impregnation with creosore afforded immun ity from attack of teredo or limnoria. Inthe use of creosote, it was found that two

points were essential to success: (1) the oil

must be of proper quality, (2) the process of

mpregnation must be thoroughly performed.

Considering No. 2 first, it may be said that the most approved process is that o Mr. S. B. Boulton, in which advantage is taken of the difference between the boiling point of water (212 F.) and of creosote (say 400 F. as a minimum) to evaporate all the sap and moisture in the timber by wet beat, and so to make with certainity room for the oil without injury to the fibres. At 250 degress F. the woody fibre of timber begins to be decomposed, and the pyroligneous acids are distilled. At less than 212 degrees evaporation of the moisture will not take place, hence attention to the thermometer in the conduct of the process is imperative. The creosote is introduced into the cylinders containing the timber to be treated at a temperature between 212 and 230 degrees. The sap thus vaporized rises to the surface, vacuum pump, led to the condenser, and finally to a receiver where it may be measured. The creosote of course flows into the empty pores, but to make assurance doubly sure, the pressure pumps are put on up to 130 pounds per square inch.

Creosote is produced by simple distillation of tar, the mother of most of the commercial by-products of coal. The lighter oils, from which dyes, druge, etc., are extracted by subsequent treatment, come over first, the creosote last, while a residue of pitch is left behind. The best creosote, known as London O.l, sp. g . about 1.055, is derived from Newcastle coal, through tar obtained by cooking at high temperature. Since the preservative action of the oil is two fold viz., chemical in the antiseptic sense, and mechanical in excluding the entrance of John A. Campbell, M. P. P. President. fresh germs by closing the pores, the specific gravity and the constituents become of the utmost importance. It is essential that as few as possible of the latter, should be either volatile below 600 F. or soluble in water. Weod creosote is of no use for marine pur

The substances eliminated by destructive distillation of coal are almost incumerable Although results vary somewhat with th different measures, one ton of coal, 2,240 pounds, worth from 90 seats to \$1.75 at the pit-mouth, usually yields for first reuts, besides ammoniaca' liquor and illuminating gas, 1,200 poun is of coke worth \$3.60 to \$4 per ton, and 12 gallons of coal tar. Broadly speaking, the 12 gallons of coal tar give upon distillation : Light oils 1 to 1 5 gallons

Creosote and anthracene.... 3 to 4 Pitch, the residue 6 to 7 These quantities fluctuate according to the time allowed for the different runnings, and

the quality of the tar. Although the value of creosote as a prese vative is well known, and it is I kely to be in request provided the oil can be placed in the market at a price sufficiently low to encourage the use, coal tar is not at present distilled in Canada. The undertaking should be feasible, since the oil is only one of many results from a single operation. In fact the production can be combined with manufacture of the almost infinite extra its obtained from the light oils given off before the creosote is reached. Besides, for the residue pitch, now altogether imported, there is ready market, even after the local requirements for use in artificial asphalt, roofing and other purposes are satisfied. On account of the growth of the oriental market for the patent fuel made at Cardiff by compressing oulm into bricks, the demand at that port for pitch, one of the ingredients exceed the supply, notwithstanding the price, 27

shilling, per ton, recently offered. In making creosote and the other byproducts of coal, the residue when all is over consists of pitch equal to one-half, and sometimes two-thirds of the original quantity of tar pl.ced in the still. An enterprise in which a residue product can be shipped at good profit appears to offer advantages worthy of consideration. Yet near New Glasgow, where 125 tone of coke are sometimes made daily, by burning 250 tons coal, the ovens are not constructed to save the tar, about three thousand gallons being, as it were, wasted every day when coke is made. The maritime provinces, abounding in coal said to resemble in composition the Newcastle seams, present a field so eminently suitable for manufacture of the by-products, that the establishment of an industry capable of indefinite expansion can only be a question of time.

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Mortgagee's Sale. C. To Roderick Smith formerly of Tobique Road in the County of Restigouche and Province of New

Brunswick, Farmer, Mary Smith, his wife, their

heirs and all others whom it doth or may There will be sold in front of the Post Office. in the Town of Campbellton, in the said County of Restigouche, on Saturday, the thirty first day of Restigouche, on Saturday, the thirty first day of August next at 11 o, clock in the forence under and WATCHES, CLOCKS, JEWELLRY, by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the twentyiifth day of August, A. D. 1883 and made between the said Roderick Smith and Mary Smith, his wife, of the first part, and William Glover, of the Town o said, Merchant, of the second part and duly recorder said County of Restigouch , the tweaty-nigth day of August, A D 1883, as number 2715, on pages 492 493, 494 and 495, in Book G. of said Records (as by secured by the said Indenture of Mortgage both for principal and interest, default having being made n the payment thereof, the lands and premises mentioned and described in said Indenture of Mortgage as follows, namely : — 'All and singular 'that certain piece or parcel of land situate, lying \$1.00 a year.

"and being in the Parish of Addington, in the "County of Restigouche, and Province of New "Brunswick, and described in the original grant from the Province of New Brunswick to be said Roderick Smith, under date, the eighth day eight hundred and fifty nine, as follow: :-Begin-ning on the southerly line of granted lands fronting on Restigouche River and at the northwesterly angle of lot number forty-line in Colebrooke, granted to Robert Ferguson, thence running by the magnet, of the year one thousand 'eight hundred and fifty three, south one degree "west sixty-seven chains along the westerly line of said granted lot to a fir tree standing to the south -"westerly angle thereof, thelice north eighty seven "degrees and thirty minutes west twelve chains "and fifty links to a stake, theace north two aus, to a birch tree standing on the southerly 'line of granted lands above mountained and theuce 'along the same south eighty-seven degrees 'and thirty minutes east ten chains to the place of

improvements thereon and the lights, members rivileges, hereditaments and appurtenances t the said premises belonging or in anywise apper David this eighteenth day of May, A. D. 1901. Signed) WM. GLOVER,

beginning containing seventy whree acres move of

oss, distinguished as lot number turty-six in

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Notice is hereby given that the undersigned have deposited in the office of the Honorable the Minister of Public Works, Ottawa, the plan and description of the site of a wharf or block proposed to be constructed by them opposite their property at Church Point on the Northern side of the River Miramichi, Northumberland County, N. B.; and that duplicates of the said plan and description have been deposited in the office of the Registrar deeds for the County of Northum berland, N. B. at Newcastie, in the said County. Also that application will be made to His Excellency the Governor General in Council for approval of the said plan and site, and of the building of the said wharf or block as proposed. Charch Point, N. B., Aug. 1st, 1901.

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