

The Daily Herald.

VOL. IX.

FREDERICTON, N. B., SATURDAY, DECEMBER 24, 1904

NO. 247

PACIFIC FLOATERS.

How Great Log Rafts Are Built.

A St. John Man's Ingenuity Solved All Difficulties.

Contrary to general belief, the longest craft in the world floats not in Atlantic, but in Pacific waters. There one may see structures which over-reach the longest Atlantic liner by some fifty feet. At first glance they appear more like whales than the work of man, or perchance like some mammoth kind of torpedo boat which almost hides itself to escape the eyes of the enemy. Although some measure nearly four city blocks in length, they rarely rise above the water more than ten feet, and in a storm they are swept by the waves from one end to the other.

These "floaters" of the Pacific, for the term floater characterizes them better than any other, differ in many other ways from the great ships with which New Yorkers are so familiar. For instance, they are built right in the water, and not on the land, and then launched. They leak at every joint. They are held together by chains, not rivets. They are utterly helpless themselves and must be towed. They never make more than one trip, and on reaching their destination they are torn to pieces. Many of them have been wrecked at sea, and, instead of floating about as derelicts, they have been broken up into thousands of pieces which have been carried by wind and tide to all parts of the world.

In fact, the Pacific "floater" is no more than a raft of logs. It exists for the reason that the vast fir and pine forests of Oregon and Washington are many hundred miles away from the western centres of population, and the logs are too long for ordinary railroad cars. Then too, water is a far cheaper medium for transportation than rail, and the price of lumber is such that for those who can build one of these huge rafts and bring it safely to market, there are fortunes of \$10,000 to \$20,000 to be made.

One of the largest "floaters" that has yet travelled the Pacific was 750 feet long, 50 feet wide and contained 600,000 feet of piling, which on passing through a mill would produce 8,000,000 of lumber, board measure. As it is almost 15,840,000 feet from New York to San Francisco, the boards obtainable from this raft, if placed end to end in a straight line, would reach more than half way across the continent. The chain which bound the logs of the raft together weighed 120 tons. The "floater" drew 22½ feet of water.

Log rafts have for many years been built on the Pacific coast to be brought by ocean to the lumber market of San Francisco, but not until recently have they been built so as to successfully withstand the tremendous force of the waves and to weather storms. The first ones made were too small to prove profitable, and those that were constructed larger of rectangular shape soon broke in the middle and went to pieces. As they were long enough to reach from one billow to another, they were one moment bent concave, as the centre lay in the trough of two waves, and the next convexly as the centre rose on a wave and the ends sank on either side. At last it occurred to a New Brunswick man to build a raft in a cradle so that it would have the form of a ship, and to bind it together with chains in such a way that it would withstand the rending power of the waves.

The first cigar-shaped raft, accordingly, was built by Hugh R. Robertson, of St. John, N. B., and measured 560 feet long and 35 feet deep. Being constructed on land, it had to be launched, and this was accomplished with great difficulty. It went to pieces in an Atlantic storm.

The Pacific coast raft makers profited by the example, and they built up their logs, not on land, but in the water in a vast cradle, which sank as the raft increased in depth. The cradle consisted of hundreds of semi-circular timbers, resembling the ribs of a great vessel, and each rib was so joined in the centre by a king pin that when the raft was completed the pins could all be withdrawn at once, thus leaving the "floater" lying there free from hindrance, and ready to be towed to its destination. Rafts thus built were found to ride the waves with the ease of a vessel.

Usually such a raft is made in a river alongside a bank, where a derrick swings the great logs into the cradle. They are laid like bricks one overlapping the other, so that the whole will finally hang together as one mass. From end to end there are two great two-inch chains; and crosswise two other chains are laid about twelve feet apart. The crosswise chains are fastened not only to the centre lengthwise cables, but also to encircling chains, which, when

the raft is finished, are pulled tight. As soon as a tugboat takes hold and begins pulling at the central cables the strain is distributed to every link of chain throughout the whole vast mass. It takes about a year to build one of these rafts, and they are floated from the Columbia River to San Francisco, a distance of 750 miles, in ten days, and from Puget Sound, over 1,200 miles, in a little more than two weeks.

As the Pacific, which is the most tranquil of oceans, is calmest in June and July, the rafts are generally towed to market in those months. Sometimes a sharp rise in the market causes the lumbermen to hazard a trip at other seasons, when a still higher rate of insurance must be paid than the extremely high figures usually charged. Under most favorable conditions the rate is 10 per cent, and the valuation placed at only one-third of a raft's actual worth. A raft containing 600,000 ft. brings about \$60,000 to the owners, and in good times a profit of about \$20,000. The tallest and straightest of the logs are used for spars, others for railroad ties and lumber.

GRAND TRUNK PACIFIC.

Chairman Says Engineers' Reports Show Certainty of Good Line Down St. John Valley.

Ottawa, Dec. 23.—Mr. F. B. Wade, chairman of the commission of the transcontinental railway, gave out the following recently:

"We are carrying on our surveys with unabated vigor, and purpose putting additional parties in the field at the beginning of the year.

The preliminary surveys in New Brunswick have so far developed the certainty that a good line can be obtained via the St. John River Valley and the parties that were surveying on that line between Grand Falls and Fredericton, having completed their work, have been removed elsewhere.

"The reports of the engineers at work upon the cross country line from Grand Falls to Chipman are most satisfactory. Of course there is no difficulty from Grand Falls to Edmundston nor from Moncton to Chipman. It was contemplated when these parties were put in the field that they would not be continued during winter, but it has been decided to prosecute the surveys through the winter across the centre of the province. In view of the season's holidays, and it being desirable to reorganize these parties for a winter campaign, the different crews will disband on Friday, Dec. 23rd, and will be re-organized and put in the field on the 2nd of January. It is the purpose of the commission to make a most thorough and exhaustive examination, and study of the central routes across New Brunswick so that the fullest information may be had when the time comes for deciding between the rival routes.

"Poulin, assistant chief engineer, reports that he has been able to secure a line around the corner of the State of Maine with a maximum grade of four-tenths of one per cent, going west, and six-tenths going east.

GET UP TIRED WEARY ALL DAY

Never Feel Refreshed = Always Laid Out, Weak, Languid, Discontented.

FERROZONE

Will Infuse the Vim and Fire of Youth Into Your Veins.

Quick permanent cure follows Ferrozone. It braces at once, makes you feel like new. You rejoice in new found strength, in vital energy, in power to act, to think, to do. No other medicine on earth so beneficial to the weak, the run-down and nervous.

Mr. George E. Sainsburg, of 179 Queen Street, Toronto, was completely rebuilt by Ferrozone, and writes: "I was subject to spells of dizziness and light feeling in the head.

"I broke out in cold sweats. "My appetite was poor, and I lived in perfect dread of a collapse.

"I improved at once by using Ferrozone.

"It braced up my nerves, gave me a good appetite, strengthened my blood, and made me feel young again. I am now in the best of health, just because I used Ferrozone."

It's a shame to live in a half-dead condition. Ferrozone will vitalize you. It will give you reserve strength, self-control, surplus vigor. It's the most strengthening medicine made; 50c. per box, or six for \$2.50, at all dealers in medicine, or Poison & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

A great many women find it easier to forgive a crime than a fault.

WOMAN AT THE PUMPS.

Helped to Save Ship When Half Submerged.

There Were Five Long Days of Terror, but the Captain's Wife Refused to Leave the Ship.

Philadelphia, Dec. 23.—The Austrian steamship Lucia, Capt. Zae-vich, arrived here with nine men and one woman, rescued five hundred miles off the Spanish coast from the sinking three-masted schooner Ste-wiacke.

For five days those aboard the steamer had been expecting to be engulfed at any moment, and when the Lucia hove in sight half of the Ste-wiacke was beneath the waves.

During all those days and nights of terror Capt. Airey's wife played the part of a heroine. She not only encouraged those at the pumps, but took her turn also in the effort to keep the vessel afloat.

Mrs. Airey is a modest little woman, and the tales of her deeds were obtained from members of the crew.

When interviewed aboard the Lucia, Mrs. Airey said:

"I cried all the time except when my husband or any of the men came into the cabin for a mouthful of food, and then I tried to cheer them up. From Sunday until Friday none of them had a moment's sleep, and when we sighted the Lucia they were haggard and so exhausted that they could hardly stand up. Friday, in spite of their work, the bow of the ship was under water, and we knew the end was near.

"When we knew that the Lucia had seen our signals of distress and was coming to us we were crazy with joy. From the rigging, where we had taken refuge, we waved them to hurry, for fear that she would be too late, and, launching our boat in a heavy sea, we sent away some of the crew toward her. My husband tried to make me go with them, but I would not leave him, and waved for the boat to come back for us. He, of course, insisted on being the last to leave the ship, and if he went down with her I wanted to go too. We did not save any of our belongings."

The Ste-wiacke was owned at Windsor, N. S.

RICH COLOR AND SOFT SKIN.

May be imitated, but beauty is more than skin deep—it is hidden in the blood. Eliminate the poisonous products of indigestion by Ferrozone and complexion rapidly improves. Increase the red coloring matter in the blood, give it more nutrition and more red cells, do this and cosmetics won't be needed. Give up cosmetics they wither too quickly. Use Ferrozone and have your complexion firmly established. There isn't a case of blotched skin, poor complexion or lack of color that can't be quickly remedied by Ferrozone. Try it. Price 50c.

Shot the Widow.

Newfane, N. Y., Dec. 23.—Fred Jones, a clerk in Pettit's grocery store at Charlotteville, shot and killed Constable Wm. C. Gray and Mrs. Abbie Goodrich, a widow. He then turned the revolver upon himself and fired a bullet into his brain. He is still alive, but surgeons say he cannot recover.

Jones was a suitor for Mrs. Goodrich's hand, and the shooting was the result of her refusal to accept his attentions. Jones is twenty-eight years old, and Mrs. Goodrich was fifty-four, and the mother of several children.

So persistent had Jones become that Mrs. Goodrich went before a Justice of the Peace and made a complaint, claiming that he had threatened to kill her and set her buildings on fire. A warrant was issued and given to Constable Gray to serve. Gray went to the store where Jones was working. Jones asked that Mrs. Goodrich be sent for in order that he might adjust matters and avoid being arrested. Jones and Constable Gray were in a back room of the store when Mrs. Goodrich entered. When Jones heard her voice he drew a revolver and shot Constable Gray in the head. He was instantly killed.

THE AUSTRALIAN PREMIER.

Only Forty-eight Years Old—Has Had Dis-tinguished Career.

The Hon. Alfred Deakin, whose motion in favor of preferential trade was recently discussed in the Commonwealth House of Representatives, says the London Chronicle, was born forty-eight years ago in Fitz-

roy, an eastern suburb of Melbourne, his parents being emigrants from Monmouthshire. He became a barrister at twenty-one, a leader-writer on The Melbourne Age at twenty-two, and an M. P. at twenty-three—an unusually speedy sequence of events. At thirty-one he paid his first visit to London in the capacity of Victorian delegate to the first Imperial Conference. Then he won compliments from the late Lord Salisbury and declined a Knighthood. He is the most eloquent of Australians, and his speeches were a potent factor in the promotion of the Federal movement. Sir Charles Dilke predicted that Mr. Deakin would be the first Prime Minister of Federated Australia.

He did become the second. Mrs. Deakin has written a host of leading articles and reviews for The Age, and has also acted as special correspondent for that journal in America and India. During his last visit to London he reviewed the life of his old friend and journalistic colleague, Dr. C. H. Pearson—the prophet of the yellow peril—in The Daily Chronicle. As a barrister his most famous case was his defence of Deeming, the latter-day Bluebeard, who married, murdered and cremated wives in Liverpool and Melbourne.

WHY CATARRH POISONS THE SYSTEM.

The Catarrhal germ excites inflammation, offensive secretions are thrown off and pass into the circulation, contaminating the river of life and thus wreck the whole body. Every catarrh victim should use fragrant healing Catarrhzone, the surest cure for every type of catarrh yet discovered. Catarrhzone can't fail to cure because its vapor kills the germs and removes the cause of the trouble. Then it soothes and heals, stops the cough and relieves the stuffed up condition of the nose and throat. Tens of thousands have been cured by Catarrhzone which is guaranteed. Use only Catarrhzone. Complete outfit \$1.00; trial size 25c.

MONTREAL'S RECEPTION.

An Elaborate Affair in Honor of Earl Grey.

Montreal, Dec. 23.—The reception to be tendered here to the new Governor General and Lady Grey has caused a difference between the Board of Trade and the City Council, and as a result the city will not take an official part in the ceremony.

At a conference of the Mayor and Aldermen over the matter a letter from Mr. George E. Drummond, President of the Board of Trade, was read, explaining the motive to that body in extending a reception.

The general opinion of the Aldermen however, was that the Board of Trade had shown undue haste in the matter, and a lack of courtesy to the city. His Excellency will, however, be invited to call at the city hall and receive an address from the Mayor and Aldermen.

The reception will be an elaborate affair. Their Excellencies and suite will probably be received at the main entrance of the building by the president of the Board and some members of the Executive, and conducted to the Council chamber, where the members of the council and their wives will be presented to the Vice-Regal party. From this chamber a procession will be formed to the exchange room, where the reception will be held. Their Excellencies will be conducted to a dais there, and the room, which lends itself to decoration with fine effect, will have an abundance of flags and laurel wreaths and bunting.

Killed in Collision.

Fort William, Dec. 23.—A train empty passenger coaches westbound collided with a freight near Tamarac, 100 miles west of here. Conductor Patrick Savage, in charge of the passenger train, was killed, with his engineer, Sheridan. Fireman Reid and Mr. Southwick of Sud-bury Union Bank, a clerk, en route to Winnipeg were injured.

The wreck, which occurred at 3.45 a. m., was a bad one, both locomotives being almost entirely demolished. A number of coaches and cars were smashed. Fire added terror to the scene, consuming two passenger cars, and in the debris the body of Sheridan was found. The engine of the freight had "died" on the train owing to a defective throttle, and Conductor Bell walked to Bon-heur for assistance. A flagman was sent ahead to warn the approaching passenger train, but Engineer Sheridan for some unknown reason failed to see him and crashed into the standing freight at full speed. An investigation will be held to fix the blame. The crew of the freight saw the impending danger in time to escape.

Sometimes a cold settles in the bowels. The pain pierces like a lance. Get rid of it promptly by taking Perry Davis' Painkiller in sweetened water. There is but one Painkiller, Perry Davis'. Refuse substitutes.

THE PERILS OF THE SEA.

Death Stared Crew in the Face (Eight) Days.

New York, Dec. 21.—A story of eight days and nights of ceaseless labor under the most disheartening conditions, with death constantly staring them in the face, was told today by the ten shipwrecked sailors of the crew of the Portland, Me., schooner, Clara Goodwin, who were brought here today on the schooner Martha Wallace. The men were taken from the sinking Goodwin off Cape Henry last Friday while the craft was lying helpless at the mercy of the waves, with the seas breaking over her, and her decks almost awash. They were in a terribly exhausted condition, and still showed the effects of their experience when they arrived here today. The Clara Goodwin, sailed from Tampa, Florida, Dec. 1.

New York, Dec. 21.—After a tempestuous voyage, in which she was struck by a tidal wave, the Red Star Line steamship Kroonland, arrived here today from Antwerp. When the tidal wave struck the ship one of her passengers was thrown across the deck and had a leg broken, and a sailor fell from the crow's nest, but suffered no serious injury. On the second day out a stewardess went insane, and was placed under restraint. The voyage was the worst the vessel has ever experienced.

Central Kingsclear.

(Special Correspondence to the Herald.)

Dec. 22.—People are all busy preparing for Christmas.

Miss Georgie Good is home from Fredericton to spend her holidays with her parents here.

Miss Georgie Buffett arrived from Sackville to spend the vacation with Mr. and Mrs. Jonathan Simms.

There is to be a basket social in the Temperance Hall, Lower Kings-clear, Thursday, Dec. 22.

There was a concert held in the school at Central Kingsclear Dec. 21st. The programme was as follows:

Opening Chorus—"Ring on ye chiming bells."

Recitation by May Simmons.

Dialogue—"After a Fashion."

Recitation by Miss Media Simmons

Chorus—"Grandfather's Clock."

Recitation by John Goodine.

Dialogue—"Auctioneer's Sale."

Solo by Etta Mills.

Recitation by Miss Mary Cliffe

Tableau—"Toll-Tale's Just Reward."

Recitation by Kathleen Kilburn.

Solo by Mary McKeen.

"Flag Drill," by eight girls.

Solo by John Goodine.

Recitation by Helen Kilburn.

Dialogue—"Texas Courtship."

Recitation by Rita Kilburn.

Chorus—"Annie Laurie."

Tableau—"Wedding Scene" in four acts.

Recitation by Miss Fanny Fox.

Dialogue—"Three Scenes in Life."

Recitation by Miss Annie Mills.

Chorus—"Friends that we never Forget."

The gathering broke up by singing "God Save the King." Quite a number were in attendance and the sum of \$7.61 was made.

NOTHING LOOSENS UP COLDS

On the chest and relieves that tight feeling and hard cough like Nerviline, writes E. P. Renshall of Sutton. "I never use any other remedy but Nerviline and find it serves as a general household liniment best of all. Children's colds and inflammatory pains are quickly cured by Nerviline, and its action on colds, coughs, and sore throat is unequalled by anything I ever used. Nerviline is both powerful, pleasant and reliable. Every mother should use Nerviline. Price 25c.

POISONED BY EMPLOYEES.

Fate of Missionary's Wife and Child in India.

London, Dec. 2.—A despatch from Lucknow, India, says that the wife and child of Dr. Benjamin, an American missionary of Nimar, Central Province, have been poisoned by employees of the mission.

The victims drank of the tea which was served by the cook, and were seized with sudden illness. Dr. Benjamin was away at the time, and medical treatment was not available. Mrs. Benjamin and her child died in great agony from poisoning by arsenic.

In the spring and in the fall a good flesh building tonic is required whenever weakness or loss of weight is apparent. "The D & L" Emulsion will be found admirable for this purpose.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder dusted in the bath softens the water at the same time that it disinfects.