

COMING!

Our Greatest Rexall One Cent Sale

DATES: AUGUST 17, 18 and 19

One Rexall Article at Regular Price and another for One Cent

One Hundred and Twenty-Eight Items on the List

Lists will be delivered to your door—save them and mark down your needs

Rexall One Cent Sales are for the purpose of advertising Rexall Remedies and not money making schemes—they have made Rexall

Remedies famous the world over.

D. H. VANWART

"Your Rexall Druggist" - Edmundston, N. B.

Also Proprietor of an Ice Cream Parlor where cool breezes on hot days blow right in off the Madawaska River.

STAR THEATRE

"HOME OF GOOD PICTURES"

G. T. JOHNSON, MANAGER

SATURDAY, JULY, 29

"Three Live Ghosts"

with
Anna O. Nelson and Norman Kerry.
A George Fitzmaurice Production
Paid in the War—Reported Lost—and
now they Breezed Back Home. And
holly cat! what changes, surprises,
scandals and things hit that old burg
then!

WARNING—this is no picture for
folks with a sense of humor and a
cracked lip!

—also—
Episode 6 Serial Velvet Fingers "UNMASKED"
MUTT & JEFF IN "LAST LAUGH"

MATINEE 2:30—CHILDREN 5c; ADULTS 20c.

EVENING—CHILDREN 10c; ADULTS 20c.

BIG DANCE IN THE "PALMS" MON. JULY 31

Mikes Merry Musicians 6 piece Orchestra will furnish this music
GENTS, \$1.00; LADIES 25c

We have a Great Belief in Turn-Overs

The more sales we have, the less profit, and satisfaction to our customers.

Our Prices will appeal to you as suggesting positive bargains.

JOSEPH DAVID

"The Store of Satisfaction"

COMING!

LUMBERING ON THE ST. JOHN RIVER, PAST AND PRESENT

By J. Fraser Gregory, President of Murray and Gregory Ltd.

(Continued from last week)
The tendency of the times is to manufacture as close to the stump as possible, so in recent years one tributary after another has been dammed and manufacturing plants established so that logs no longer come into the main river where this is done. Over half a century ago Alex Gibson closed the Nashwaak. Since then the Madawaska, Beauséjour, Arrostook, Big Madawaska and Fish Rivers have been closed. Only a portion of the cut from the Tobique comes into the main river and it would have been closed if it were not a salmon spawning ground for the bills authorizing the building of a great dam on this river have been introduced in the Legislature from time to time, but always thrown out by that body.

Conditions on the river are continuously getting harder, the cost of getting logs to St. John continuously going up, and year after year the quantity getting smaller. The time will come when no mills will exist in St. John.

Now let us get back to the booms. The shears at the booms skim everything that floats off the surface of the water and when the drives are in the whole cut of logs are jammed between the piers and the shore like nails in a keg mixed up with shingles, refuse from the mills up river, old trees and any culch that will float. To sort them out and raft them, each mark by itself so that they may be delivered to their owners, is quite a task. Each lumberman has filed with the Log Driving Company a list of his marks and the separations he wants.

From the statements the mark book is compiled and carefully studied by the catch markers, who must be young active men with experience, and to whom is entrusted the work of remarking the logs with a marking iron with marks that will designate into what joints they are to be put.

The sorting works consist of two long flat booms, say one quarter of a mile, on which men can travel, arranged parallel with the bank of the river, say 40 or 50 feet apart, and at the down river end narrowing for a considerable distance to about 40 or 50 feet spanned by foot bridges at intervals. At the lower end the loading machine is placed.

Now we will go back to the boom full of logs. Between two jam piers or just below a taut line is stretched four or five feet from the water and forty or fifty feet along, above and below it at a convenient distance, stages are arranged from which the logs can be easily poled along. The catch markers stand on the moving logs that are being sorted, turning them over with their calked boots, their left arm over the taut rope to prevent their falling into the water. In their right hand they hold their marking iron. Immediately they see the woods mark they stoop down and cut in it with their iron a new fresh mark and that is quickly made and designates where it goes.

Along the long flat booms that I have mentioned men are stationed at intervals called "hitchers" who watch the logs coming past them and pick out the logs with the catch mark they have orders to look after, drawing them in sideways to the boom they are standing on. With a mall, a wooden wedge is driven into the log about the middle. A small line is fastened to the boom and hitched to the wedge, a second log outside the first, then a third and so on until about 40 lie orderly side by side, a small line holding them together and in their place.

Marks that are running thick are hitched close to the sorting gap and farther down, the marks that are not so frequent. As the logs run down this quarter mile stretch that I have mentioned they get fewer and fewer and by the time they get to the end, all the logs are sorted. Probably there may be a stray mark for which no provision is made among the hitchers. This would run in to the grab all to be assorted later. The culch passes on through the works, being hurried as quickly as possible by the men. As soon as thirty or forty logs (enough for a joint) have been hitched they are cast off from the boom and they are allowed to float down to the bottom markers. Here two men quickly drag two boom poles 25 to 30 feet long across the hitched logs, one at each end and as far as they will go, which will be five or six short of the whole number on the line. Immediately the poles are cut off an even length and long auger holes are bored through the boom poles and into the log below; then hardwood pins are driven through the pole and into the log, tying them together. As soon as this is complete they pass to the next crew who quickly take off the line and in the water is a complete bottom with five or six loose logs of the same mark beside it. On they go to the loader.

The loader is the machine used to put the tier of logs on the joint above the boom poles, called the riggers.

donkey-engine on a scow securely moored alongside the boom does the work. From a high pile at the end of the scow a wire cable leads to the shore with a pretty sharp down grade. On this cable is mounted a travelling block that is attached to the drum of the engine by a line that will haul it up the grade. On the opposite side two chains are fastened, the ends being secured to a float with an apron on one side, anchored securely in the channel down which the bottom is coming. The bottom is pushed to the side of the float under the apron that extends well out over the joint, the block is let go from the drum, it slides down the inclined wire until it and the chains are submerged. The loose logs that are to be the riggers are pushed to the side of the submerged chains. Immediately the engine is started pulling up the running block and rolling the logs over the float and apron into the bottom in the chain parbuckle. Men with peevies straighten out the logs to evenly distribute the weight and the joint is complete.

It is now scaled or measured. The length of each piece is measured, the diameter at the top taken and from a table authorized by the Government the superficial feet are made up. The number of the joint and the number of the pieces in it are cut in with a marking iron.

The rafting is now complete as far as the Log Driving Company is concerned and the freighter takes charge of it.

In addition to the logs that come through the booms, many logs are rafted by farmers along the river as they pass their homes and run to Springhill where the Log Driving Company pays for the rafting and hands them over to the freighters. Springhill is also the market for bank logs cut above Fredericton, that is, logs that have been cut by farmers along the river, rafted at the landings and run to Springhill for sale.

In the logs coming through the booms are quite a number of logs that have no mark, or the marks have been obliterated by pounding on the rocks coming down river that they cannot be read. These logs are rafted together, sold at public auction and the proceeds divided pro rata among the operators having logs in the boom.

Before the days of steamboats, logs, stumps and timber were brought down the river by hand, the men propelling the rafts by scull-oars and logs sweeps. They tented on the rafts and cooked on them. Their progress was slow, for they had to tie up if there was any head wind, and in the Reach they could not work their rafts against the flood tide.

Steamboats have been in use for towing on the river ever since the formation of the Boom Company and probably a few years before. It is the duty of the freighter to take the single joints from the boom, bracket them into the large rafts you see on the river in the summer, and deliver them to the mills at Indiantown, St. John, or to the holding booms there. Since the very beginning of freighting with steamers the Glasiers and Tapleys have been identified with it. It was begun by Duncan Glasier, his first steamer being named "The Transit", a small boat that was built and operated for a short time in St. John as a ferry, but on account of the difficulty there was in starting and stopping the boat she was not a success and was chartered or purchased by the Glasiers. The second boat owned by the Glasiers was named the "Taratine" and I understand that some portions of her engines are still in use in the tug Lilly, of the Glasier fleet.

Six or seven years later David Tapley went into business with the steamer "Magnet". In 1868 he was succeeded by the firm of Tapley Bros. who previously had been only surveyors and care takers of lumber. They combined the freighting of the lumber with the business they then had. Up to the present time all the towing of the booms had been done by these two firms, although the pioneers and founders of the firms have passed away.

(Next week, how the expression of "The Main John Glasier" came into being.)

Every Year She Suffered

Read of Mrs. Ryder's Relief from Eczema—A BRIEF STORY

Still another letter for the Herald week for Emma, from a sufferer who had chronic attacks of Eczema—winter after winter, Mrs. J. H. Ryder of Pleasant Point, St. John Co., N. B., tells of the many dollars spent with doctors, and other remedies, of her suffering and discomfort, winter after winter, and of her relief with one bottle of D. D. D.

If you have not been reading the weekly letters from Canadian sufferers, come in and we will tell you of what D. D. D. has done right in your own neighborhood. We don't feel like to guarantee that the first bottle will give you relief, your money back. Show that first of one, 15c a bottle. 75c D. D. D. 25c, 50c, 75c.

D. D. D.
The Loton for Skin Diseases
STEVENS BROS. EDMUNDSTON

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QUALITY
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First Quality

100 %ICE CREAM

Our roof garden is now open during the hot evenings and is certainly the Coolest Spot in town.

Our Ice Cream is of the quality you are sure to want more of and once tried you will always want it again.

Our Fountain is our pride and our service is sure to please you.

We invite you to bring your friends or to meet them at any time.

Remember we have lots of room as we have ten tables to serve from.

STEVENS BROS.

RELIABLE DRUGGISTS

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REDUCTION SALE

Beginning Saturday, July 8

TRIMMED HATS AT COST PRICES

SHAPES FROM 50 CENTS TO \$1.50

CHILDREN'S HATS 50 CENTS TO \$1.00

LADIES' PURE SILK HOSE \$1.00

CHILDREN'S STOCKINGS 35 CENTS

GEORGIE EMMERSON - Edmundston, N. B.

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Paints, Oils, Glass, Hardware, Beaverboard and other Building Supplies, Stationery, etc.—Call on
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Three Hobberlin Suits at Cost Price

In order to win a Free Suit in a "Ten Suit Contest", I must have three more orders for Hobberlin Made-to-Measure Suits. The first three customers will get them AT COST.

Contest starts July 21; closes August 14

HERBERT G. JACQUES

HOBBERLIN AGENT Opposite Royal Hotel EDMUNDSTON, N. B.

Subscription Blank

To aid in the slack times The Observer will be offered three months for only 25 cents if paid in advance. This may be delivered direct to Mr. Herdwick or mailed to The Observer office at Hartland. It is understood that the paper will be continued after that date at the regular price of \$1.50 a year unless the office is notified to stop its coming. Please cut out the following blank and mail us with 25 cents at once:

TO THE OBSERVER,
Hartland, N. B.

Enclosed please find 25 cents for The Edmundston Observer for the period of three months. At the end of which time we will either renew for a full year at \$1.50 or notify for you to stop it.

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