

the bottom of the reservoir. This mode of heating was first adopted at Mr. Bethell's works at Battersea, and it answers admirably.

"The cylinder now used in the ordinary process is similar to a steam engine boiler, 6 feet diameter, and from 20 feet to 50 feet long. Formerly the end or charging doors were made in a variety of ways, some to open inwards, some to slide in air-tight grooves, and others similar to the cover of a gas retort. Nothing, however, answers so well as to have the cover of the full size of the cylinder, with proper fastenings, and all the joints accurately turned and fitted together, for the pressure on so large an area is enormous, and the heated oil is so exceedingly subtle, that great care is necessary to prevent leakage. Small trucks run on rails inside the cylinder and carry the load. These formerly ran out upon a long switch, and were then turned into a siding and unloaded. A different plan is now adopted, by making the inside lorries run out upon another larger and stronger truck of the ordinary gauge, so that by this means they can be run on to any of the adjacent sidings, to be unloaded without shifting a second time.

Since 1853 the process then described by Mr. Burt, as creosoting under pressure in strong cylinders, has become the favorite one to adopt to resist the attacks of the teredo. The same process, with slight modifications, is carried out to this day, both in Europe and America.

The Dutch Commission speak most favorably of it.

English engineers, such as Hawkshaw, Burnett, and others, speak of it from time to time in the Reports of the Transactions of the Society of Civil Engineers, in a very favorable manner. American engineers generally recommend its adoption.

But no better example could be desired of the efficiency of creosote to prevent the attacks of the teredo, than we have in the Harbor of Sydney, Nova Scotia. Here the teredo is seemingly as destructive, if not more so, than at any place on our coast, and here, about ten years ago, a coal-loading pier was erected sufficiently large that three ocean-going steamers could load coals at the same time. The pier runs out into the harbor; it was erect-