POOR DOCUMENT

MC 2033

WANTED

LADIES to do plain and light sewing at home, whole or spare time; good pay; work sent any distance; charges paid; send stamp for particulars. National Manufacturing Company, Montreal. ds

SPECIALTY agent of good address in towns over 500. Lady or Gent.; permanent; staple line on commission. Box 3207, Boston, Mass. 1308-10-21-sw

WANTED—A girl for general housework; good wages; no children. Apply to Mrs. Brock, Rothesay, N.B. 1185-tf-sw

WANTED—Capable girl for general housework; no washing; references required. Apply to Mrs. R. T. Hayes, 1-9 Mount Pleasant. 1201-10-8-sw

WANTED—Plain cook, in small family. Apply, Miss Armstrong, 27 Wellington row, St. John. 1056-10-10

WANTED—Girl for general house work; three in family; references required. Apply, Mrs. R. Fullerton, 299 Watson street, West End.

WANTED—Girl for general house work, family of three; references required. Apply to Mrs. Frank S. White, 262 Prince William street. 1111-tf

WANTED—A cook and housemaid. Apply to Mrs. David Robertson, Rothesay, by letter. sw

MEN WANTED—In every locality in Canada to advertise our goods, tack up showcards in all conspicuous places and distribute small advertising matter. Commission or salary $83 per month and expenses $4 per day, $75 work the year round; entirely new plan; no experience required. Write for particulars. Wm. R. Warner Med. Co., London, Ont., Canada. 10-14-ezw-d

WANTED—Second-class female teacher (one that teaches music preferred), for school district No. 3, Chance Harbor, N. B. District rated poor. Usual salary for full term $65 or $70. For further particulars write N. C. Belding, Secretary Trustees, Chance Harbor, St. John county, N. B.

WANTED—Reliable and energetic men to sell for "CANADA'S GREATEST NURSERIES." Largest list of hardy varieties suited for the Province of New Brunswick, specially recommended by the N. B. Department of Agriculture. Apply now. Liberal terms. Pay weekly. Permanent situation. Stone & Wellington, Toronto, Ontario. 2-3-ezw-tf

Ambitious young men for large Insurance Company as agents. Experience not necessary. Men of character, energy and push can make big money and position. A few good country districts open for the right parties. Address at once "AGENT," P. O. Box 13, St. John, N. B.

FOR SALE

FOR SALE—Jet black colt, 4 years old, perfectly sound, makings of 1100 horse. Apply G. S. Cosman, 167 Mill St. 1393-11-3

FOR SALE—Cheap; two seated carriage, fit for country use. Set of light driving harness. Apply G. S. Cosman, 167 Mill street. 1394-11-3w

10,000 feet Iron Piping, all sizes, for water, steam, etc., cheap. Write for prices, Imperial Waste & Metal Co., Montreal.

FOR SALE—Golf Stanhope carriage. A No. 400 McLaughlin; red gear; in perfect condition; very little used. Apply, M. stables, Leinster street. 815-29-w

Bangor Potato Farm For Sale

Reason of old age and sickness of owner this 245 acre dairy and potato farm known as the Hill farm is offered at a low price; farm is well divided into fields, pasture and woodland; cuts 40 to 50 tons hay; has pasture for more than 20 head of stock and an abundance of wood; land is especially adapted to potato growing and by and large a general crops; this place is in fine state of cultivation and yields large crops each season; large profitable orchard producing large quantity of fruit; large barn with basement; plenty of storage; buildings, open house, ice house, woodshed, etc; this place is fully stocked and everything can be bought at a low price, only $3,500. Send for picture of the buildings. E. A. Strout Co., 20 Hammond street, Bangor, Maine.

NOTICE OF SALE

To Richard B. Stackhouse of the Parish of Simonds in the County of the City and County of Saint John and Province of New Brunswick, Farmer and Annie L. Stackhouse his wife and James E. Stackhouse of the same place, Farmer and Lydia J. Stackhouse his wife and all others whom it shall or may concern.

Notice is hereby given that under and by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the thirteenth day of July, in the year of our Lord one thousand, eight hundred and ninety eight, and made between the said Richard B. Stackhouse and Annie L. Stackhouse his wife of the first part and Catherine Barton of the City of Saint John in the County and Province aforesaid of the second part, and duly registered in the office of the Registrar of Deeds in and for the said City and County of Saint John in Book 67 of records pages 175, 176 and 177 on said last mentioned date there will for the purpose of satisfying the moneys secured by said Indenture of Mortgage default having been made in the payment thereof, be sold at public auction on Saturday the thirty-first day of October A.D., 1908, at twelve o'clock noon at Chubb's Corner (so-called), on Prince William Street, in said City of Saint John, all those lands and premises situate, lying and being in said Parish of Simonds in the County and Province aforesaid in said Indenture of Mortgage described as all that lot piece or parcel of land situate in the Parish of Simonds which is described in a certain deed from George Selmes and wife to the said Richard Stackhouse, which deed bears even date herewith as follows, commencing at the shore of the Second Loch Lomond Lake at the north eastern corner of land owned by one William Hayward, thence in a northeastern direction along the shore of the Second Loch Lomond Lake until it strikes a cedar post, thence in a southerly direction three feet or until it strikes another cedar post on the Public Road or Highway leading past the Second Loch Lomond Lake, thence following the westerly boundary of said Road until a point equidistant between the two side lines of the said George Selmes in a southeasterly direction preserving an equal distance between the said two side lines until the base or rear line of the said George Selmes lot is reached, thence in a southwesterly direction along the said base line until the said base line meets the eastern line of said Hayward lot, thence along said eastern line of said Hayward lot in a northwesterly direction to the place of beginning, one hundred and twenty-six acres more or less together with all and singular the buildings erections and improvements on the said lands and premises standing and being and the rights members privileges and appurtenances whatsoever to the said lands and premises belonging or in anywise appertaining or used or reputed or known as parcel or member thereof.

Dated the fourth day of September, A.D., 1908.

CATHERINE BARTON, Mortgagee.

CARLE, BELYEA & CAMPBELL, 43 Princess street, St. John, N.B. Solicitor to the Mortgagee.

RHODE ISLAND HOSPITAL

TRAINING SCHOOL FOR NURSES

The Rhode Island Hospital offers a 3-year course of training in care of patients in Medical, Surgical, Obstetrical and 6 Special Departments. 4,999 patients treated in 1907. Applications are now being considered for classes entering in Oct., 1908, and January and April, 1909. Maintenance and money allowance sufficient for personal expenses are given. For further information and circulars, address Miss Lucy C. Ayers, Rhode Island Hospital, Providence, R. I.

Slipp, LL. B. R. B. Hanson, B. A., LL. B.

Slipp & Hanson

Barristers-at-Law, FREDERICTON, N. B.

Solicitors for the Bank of Nova Scotia. Long distance telephone connection.

Newark, N. J., has 168 churches, but it has been found by canvassing the city that there are nearly 150,000 people there who do not go to church.

SAYS SEVEN-YEAR-OLD SON IS BORN CLAIRVOYANT

Wealthy St. Louis Woman Describes to Prof. Hyslop Some Wonderful Doings of Boy and Attendant.

(N. Y. Herald.)

Declarations that her seven-year-old son, Junior, has been a clairvoyant from his birth accompany a description of astonishing power manifested in her own household which Mrs. Jordan W. Lambert, wife of a wealthy chemicals manufacturer of St. Louis, has submitted to Professor James H. Hyslop, of this city.

Mr. and Mrs. Lambert are well known in New York, and his brother, Mr. Marion Lambert, is at present at the Langham. They were here within the last few days and had a consultation with Professor Hyslop, who is the executive secretary of the American Society for Psychical Research, of which both are members.

The account which Mrs. Lambert gives of the manifestations occupy twenty pages of the current number of the Journal of the society. The high social standing of the writer of the observations has caused the publication to be widely discussed, and the incidents set forth are being commented upon by students of psychics.

Connected with the demonstrations is William Hannegan, employed by the Lamberts as an attendant and nurse for their son. He is described by Professor Hyslop as being as interesting a subject as he has ever been called upon to investigate. Hannegan comes of a respectable family and in his boyhood he was well instructed in the school of hard work and adversity. He, himself, until only seven months ago was not aware of his own strange gifts. He was graduated last April from the St. John Hospital Training School for Nurses in his native city, and then was engaged as an attendant for Junior Lambert, who was far from strong.

He, while engaged in his studies, had been employed in Mr. Lambert's private office, and it was a few days after he had been transferred to the home of his employer that the first manifestation occurred. A large table, as if suddenly bewitched, according to the report made by Mrs. Lambert, followed him about the room. Since that time demonstrations became continuous. It seemed as though all the spirits were ready to bow to the bidding of this unwitting medium.

Without apparently making the slightest effort of his own will, he is described as having the gift of drawing the inspiration of the great composers of music from the air. Without the slightest education in music, according to his account, he suddenly became endowed with supernatural power over the keys of the piano. He was asked to play the scores of grand operas and he did, and then, untutored in all the knowledge of thorough bass as he was supposed to be, he transposed the sections. His astral body wandered about the house unlocking doors. Lost articles were located by him with more accuracy than any mind reader ever displayed, and roses of a species unknown to the spectators and which exhaled their fragrance for days before they withered were materialized by him as gifts from friends in the world of spirits. These manifestations are described in the first paper by Mrs. Lambert, and she has the record of more which are to appear in a second voluminous report.

She has been convinced by these studies that her own son posseses clairvoyant powers of a high order. Under the care of Mr. Hannegan he has gained steadily in health and strength, a condition which she ascribes to the strong personality of the attendant. The boy knows nothing of the terms of the mental science, and it is not intended that he should, yet he has had many experiences which his mother thinks show that he is in communication with mystic influences of a world beyond.

Hannegan knows nothing of pyschic phenomena from any scientific point of view, and he has not been permitted to make any scientific study. What he does seems to be the result of some incomprehensible force. He does not care, Mrs. Lambert writes, for the visitations of the spirits, which seem to puzzle and almost terrify him, and he seldom can be induced to try his power before strangers.

His guide, Mrs. Lambert says, is Joe Wentworth, an Englishman, who has been dead for three hundred years. The youth was not so reserved when his powers were studied by Professor Hyslop, who was the guest of the Lamberts last summer at one of the New England coast resorts.

She declares that she had at one time a glimpse of the astral body of Hannegan entirely dissociated from his usual corporeal entity.

"Hannegan had retired early one night," she said, "sleeping in the same room with my son. I was in another room and was startled by the turning of a key in the door of the room in which they were sleeping. I tried the door and found it unlocked, and as I went in and turned on the light I saw Mr. Hannegan's astral body floating over his bed. It disappeared as I flashed the light but not until I had a good glimpse of it. He was sleeping calmly. He had locked the door when he had retired, and as the door had been unlocked nothing but his astral body could have turned it."

Mrs. Lambert recounts an instance where a tennis ball was spirited from a bath house into the pocket of her son although the door of the building was padlocked and she well knew that the sphere was on the other side of the panel.

Two white roses of an unknown species, and of a delicacy that they seemed scarcely of the world of material things were left on a table in the room by some unknown agency. On that night the spirit of Mrs. R. H. Dreyer, a friend of the Lamberts had been summoned by Hannegan through his control, Wentworth, at the request of Mrs. Lambert. When the lights were turned up at the conclusion of the seance, the roses were found on the table, as though they had been strewn there by some unseen hand. A florist who was sent for, and who is also an expert botanist, was utterly unable to classify these strange specimens and he expressed the belief that they could not be found in any earthly flora.

There are numerous stories of mysterious voices and of warnings uttered as though given by those from a distant shore. Another instance is recounted of a ball being suspended in the air many feet above the floor. Mr. Lambert while in Paris acquired a gold Napoleon about the size of a double eagle. He greatly admired the old coin and carried it as a pocket piece. He declares that Hannegan had an uncanny facility in finding the coin when it was lost or intentionally hidden. On one occasion, when Mr. Lambert was sure that he had lost the coin for good, Hannegan told him he would surely find it in the lining of his pocket, and his direction resulted in the recovery of the yellow disk.

Mrs. Lambert for the last ten years has been interested in physical research, but only within a comparatively brief period has Mr. Lambert been a student of the occult along the same lines. He is now an active member of the society, and, being of a scientific bent of mind, he has devoted much of his leisure in seeking to unravel some of the mysteries which are suggested to him by his observations of the powers of his young son and of the mysterious gifts of Hannegan.

BABY FLIES ON A WINDOW SCREEN

Drops Three Stories in Lynn and Escapes Without Injury.

Boston, Oct. 28.—Noel, the 2-year-old son of Mr. and Mrs. Joseph A. Chouinard, of 9 Libby court, Lynn, took his first aeroplane ride yesterday, descending three stories on a window screen and escaping without injury. While Mrs. Chouinard was hanging clothes in the yard, little Noel leaned against the screen in the window three stories above and watched his mother. The screen gave way and with Noel as a passenger started on its descent. Noel stuck to the screen through most of the trip, but an encounter with a clothesline some 10 feet from the ground jarred him from his position. He escaped with a few slight scratches.

A damsel expressed regret at having missed hearing a lecture by Sir Robert Ball on "Sun-spots and Solar Chemistry." "Well, you see," said the famous astronomer, "I don't know that it would have interested you particularly, as it was all about sun-spots." "Why," she exclaimed, "it would have interested me extremely, for I have been a martyr to freckles all my life."

BRITISH TORPEDO PROVES A MARVEL

Makes Big Gunship Almost a Necessity

Range About Four Miles, Speed Greatly Increased -- Far More Deadly Than the Old Weapon.

A Washington despatch says:—Further details have been received of the new British torpedo. The new torpedo is a marvel of speed, range, accuracy and destructiveness. Its general features may be thus summarized:

Diameter, 21 inches.

Range, 7,000 yards (about four miles.)

Speed, 31 knots.

Explosive charge, over 200 pounds.

Of late years great attention has been devoted to the torpedo in all fleets, in view of the increased recognition of its role in naval warfare. The modern torpedo is a terrible weapon, in itself a complete mobile ship of war. Though weighing only 1,218 pounds, and with a length of but just over 16½ feet and a diameter of 18 inches, it carries 190 pounds of guncotton. It is as much a ship as a submarine torpedo boat. Divided into various sections, it comprises a head, carrying the explosive, with a pistol to fire the charge on impact; an air-chamber containing the motive-power of compressed air at a pressure exceeding 2,000 pounds per square inch; the balance chamber, with the intricate mechanism for keeping the torpedo at any desired depth in the water; the engine-room, which contains the propelling engines, the servo-motor for actuating the horizontal rudders, and the counter-gear for making the range adjustment, the buoyancy chamber, which holds the tubes through which pass the main propeller shafting and the diving rod for working the horizontal rudders; and, lastly, the tail and propellers, the latter numbering three in the latest type.

The new British torpedo resembles the torpedo now in use in most essentials. The existing weapon has a diameter of eighteen inches, and the new one is of twenty-one inches. The increase in size enables a heavier explosive charge to be carried and more powerful engines to be installed. But the revolutionary change is in the motive power. Before the Dreadnought was built it was known that we were on the eve of developments in torpedo manufacture which would force battleships to fight at five or six miles range at least, if they would keep outside the reach of the enemy's torpedoes, and at this distance the familiar six-inch gun was comparatively ineffective. Therefore word went forth for a ship to carry only the biggest and most powerful guns. If the war in the Far East had not shed light on naval gunnery, the Dreadnought, with its all-big-gun armament, would be justified by the new torpedo. The remarkable increase of speed and range is due to a simple cause. Some time ago an American hit on the idea of heating the compressed air used in propelling the torpedo. The trials were encouraging. Messrs. Armstrong, Whitworth & Co. later on evolved a type of heater that gave most remarkable results. The application of the heater to the familiar eighteen-inch torpedo at once raised its range to four thousand yards with a speed during the entire run of twenty-eight knots—an increase of speed of eight to ten knots, due entirely to the simple process of heating the compressed air.

It is understood that, apart from the increased charge carried, the new torpedo has an improved type of gyroscope for keeping it on its course. It runs consequently more consistently than even the present one. This is the new weapon which will be fitted in all new British men-of-war. In view of the increase of the range of the torpedo to just upon four miles, battles must be fought in future with guns of the largest size only. The development of this new weapon illustrates once more the remarkable sequence in naval evolution.

DOUBLE TRAGEDY AT GREENFIELD, MASS.

Young Woman Found Dead and Man Dying in Front of Girl's House--Likely Murder and Suicide.

Greenfield, Mass., Oct. 28.—A double tragedy surrounded by mysterious circumstances, was enacted here tonight. Benjamin E. Gaines, 39 years old and Miss Harriet Mabed Wing, aged 29, were found in a dying condition from bullet wounds in front of the girl's boarding place, 11 Wells street. Neither was able to make any statement. The police believe that Gaines shot the girl and then killed himself.

The tragedy was discovered by Miss Jennie Reed, who, while passing the house, thought she heard groans, and upon investigation found the bodies of Gaines and Miss Wing. The girl was lying on the ground near the piazza where she had probably fallen when shot and Gaines was hanging over the piazza railing. A revolver was found on the piazza not far from where Kaines was lying. Medical Examiner George B. Twitchell was called and ordered the body of Miss Wing, who was then dead, taken to an undertaking establishment while Gaines was rushed to the hospital. It was found that Miss Wing had three bullet wounds in her right breast, all very near together. Gaines was suffering from a bullet wound in the right temple. Gaines had been keeping company with Miss Wing for over a year and as far as is known there had never been an estrangement between or cause for jealousy on the part of either. They were both of a particularly pleasant disposition and when they left their respective places of employment tonight they appeared to be in the best of spirits.

Considering the time the shots were heard by Mr. Bates it is believed that Gaines came to Miss Wing's house directly from his work, meeting the young woman on the piazza as she was returning home. The police are inclined to believe that the shooting was unpremeditated and the result of a quarrel.

Benjamin E. Gaines was the son of Benjamin Gaines, who is 77 years old and lived with his father and mother at Fort Square. He was an inspector at the machine shop of the Reese Corporation.

Miss Wing has been employed as a clerk in the Wilson department store here.

"See that you don't get hurt, Sam. It's dangerous working here in the quarry."

"Oh! nothing can happen to me, Joe. I've borrowed ten shillings from the foreman, and since then he doesn't let me do any dangerous work."

BULGARIA NOW EAGER FOR PEACE

Will Seek Treaty With Turkey and Pay the Tribute Demanded

MUCH OPPOSITION

King Ferdinand Had Stormy Session With His Cabinet Before Members Gave In—Sixty Thousand Reservists Discharged as Pacific Step.

Sofia, Oct. 27.—The Bulgarian government today informed the representatives of the foreign powers here of its acceptance of the principle of paying compensation to the Turkish government, which has been the burden of persistent diplomatic representations during the past fortnight on the part of all the great powers. This decision was arrived at by the cabinet this morning after a long debate in which Emperor Ferdinand used all his influence in favor of peace with compensation.

Obdurate members of the cabinet, who were opposed to the principle of compensation, for fear of stultifying their part, were won over by the reminder that there were plenty of other politicians who would be glad to replace them and assume the responsibility for the payment of the Roumelian tribute.

The cabinet in a measure was influenced also by the sentiment of the deputies who are arriving here for the opening of the Sobrange tomorrow. They brought reports that business everywhere is suffering from the uncertainty and that foreign creditors are showing no mercy.

As a further step in the direction of peace, 60,000 reservists will be discharged tomorrow, leaving the army at its normal strength of 60,000. The government within a day or two will send a plenipotentiary to Constantinople to negotiate a treaty with Turkey. It is believed that by these steps Bulgaria has done its utmost to clear the situation and conciliate opinion abroad.

CLEAR ENUNCIATION IN SPEECH

An Art Worth Mastering by Public Speakers.

(New York Christian Advocate.)

Now and then we find a reader or speaker whose perfect modulation and unpretentious but absolutely correct and clear enunciation afford to the hearer an unspeakable delight. In such a case we find every letter, syllable, word and pause accorded its own exact function. When there is added to this quality the gift of interpretation, the dramatic touch which instinct and training combine to afford, the artistic and literary illumination which is necessary in rendering in public a good selection of prose or poetry, then we get a fresh revelation of the beauty, the melody and the power of our English speech. But to accomplish such a task one must master it. That art, however, is worth mastering. It is worth while, if need be, to repeat the simple vowel and consonantal sounds thousands of times, to put oneself in training, to practice reading aloud to heed criticism, to study one's own utterances, to use the phonograph in order to find out one's own faults in this respect, to undertake long processes of self-culture in order to master this one fundamental thing—the art of enunciating clearly, correctly and resonantly when speaking in public.

In this particular respect the man whose mouth is muffled with a bristling moustache is handicapped. Actors know better than to cultivate an overhanging bushy growth about the mouth. They understand, what all speakers should know, that the motion of the lips and the expression and play of the facial muscles round about them, noted by the eye of the hearer, are important aids to those who listen. In every audience there are people who, being slightly or seriously hard of hearing, depend on the motion of the speaker's lips as an essential aid in apprehending his message. A closely clipped moustache does not hinder in this regard, but a bushy beard, concealing the lips, should never be worn by those whose vocation requires them to speak in public. John B. Gough's versatility enabled him to overcome this handicap of a full beard, but those who have not his genius may well avail themselves of the help to distinct utterance found in a neatly trimmed moustache or a clean upper lip.

There are others who are impeded so far as clear enunciation is concerned by a thick, slovenly and sometimes abnormally rapid utterance. They speak with impeded articulation—as though their mouths were filled with hot mush. Unless there is some hidden deformity in the vocal organs, this habit results from condemnable—to use no stronger adjective—carelessness. The preacher who is guilty in this respect is without excuse. If he begins, in a low tone, which has no force and no carrying power in it, he deserves castigation. He lacks, at the outset, what is at the basis of effective public speaking—the intent to be heard. College presidents and professors, accustomed to using a low tone of voice suitable for a class-room, are often transgressors in this regard, failing to put into their voices any carrying force when they come before a congregation. Every preacher, at the opening of the service, before he has even announced a hymn or made a brief invocation, should have in mind the people who sit in "the last row of seats." If, without straining, he will simply make his first utterances so as to reach them, everybody in the house will hear. The text and the opening sentences are often lost to an audience because of the indistinct and slovenly way in which they are spoken. The use of a little will power and of a distinct utterance and the purposeful sending of the voice, in a carrying tone without any straining, forth into the congregation, will assure this needful and worthy end—that everybody will hear what is said.

Two Suicides.

(Toronto Globe.)

There is a striking analogy between the suicide of Major-General Charles Edward Luard in England and that of Major-General Hector Macdonald some years ago in Paris. Each was the result of a mental breakdown under the strain of shocking accusations, proved to be unfounded in Macdonald's case, and probably so in that of Luard.

LABOR LEADERS DIFFER OVER TAFT'S ATTITUDE

Pittsburg, Pa., Oct. 27.—President H. R. Fuller, of Beaver Falls, Pa., national legislative representative of the Brotherhood of Locomotive Engineers, Firemen and Railroad Trainmen, tonight gave The Associated Press a copy of a letter which he yesterday mailed to President Roosevelt, commenting upon the president's letter to P. H. Grace, financier, of Lodge No. 36, Brotherhood of Railway Trainmen, who in behalf of himself and associate railroad employes wrote the president asking how they could best serve their own interests in the campaign. The president's reply urged the support of Judge Taft for the presidency and discussed at length the candidate's attitude on questions affecting labor. In his letter, Mr. Fuller says:—

"I am at a loss to understand why Mr. Grace should seek information and advice regarding Judge Taft's attitude towards the railroad employes of the country from the very one whose influence and administration were used to bring about his nomination and is now being used to secure his election when Mr. Taft's labor decisions have been discussed in the lodge rooms and printed and commented upon in the magazines of the various organizations of labor, including those of the Brotherhood of Railroad Trainmen, of which Mr. Grace and myself are members. Had he consulted such publications, he would have been given the complete labor record of Mr. Taft rather than a partial one, and both he and his fellow-employes throughout the country who read your reply, would be in possession of the facts rather than being in the position of having been misled by the President of the United States."

WHERE ASPHALT COMES FROM

The Story of the First Use Made of It in Paving-A Swiss Engineer's Idea.

(Business Man's Magazine)

Although the largest producing asphaltum deposit of the world is at Pitch Lake, on the island of Trinidad, small deposits are found in the limestone of the Val de Travers in Switzerland, Seyssel-on-the-Rhone, Cuba and America; the legendary Dead Sea deposits being more mythical than a reality. Out of the world's total annual production of 790,000 tons, 146,000 are imported by the United States. Of this the world-famed Pitch Lake supplies ninety per cent.

This immense deposit occurs in the form of a lake, or basin, consisting of large brownish deposits of semi-fluid and solid substances surrounded by banks three to six feet high. In the centre of this peculiar lake is a continual ejection of hot fluid asphalt, accompanied by large bubbles of gas. Running here and there, dividing the lake into flat top sections, are streams of water caused by the surface gradually sliding from a higher level toward the channels of water. As soon as this surface is subjected to the intense heat of the sun it at once becomes hard and dark, and of sufficient tenacity to permit men to traverse its surface without danger of sinking.

Similar to all the more common minerals, it has its own individual method of being worked, the dark-skinned workmen excavating it in pieces weighing in the neighborhood of twenty-five pounds, sections forty feet in area and about four feet deep being worked at one time. As quickly as freed from its strong cleavage it is placed in large tubs resting upon small flat-top tramcars operating upon a narrow-gauge road which extends in a loop from the shore around the centre of the lake and back. This, together with the rope haulage, connects these small and numerous islands, as they were, with the mainland. So rapid is the flow of the liquid asphalt, which amounts to ten million tons annually, into the lake, that the entire body, or surface, is constantly moving, thus necessitating a continual relaying of the tracks and surveyed pegs. So evident is this movement and so peculiar is this substance that an excavation worked one day completely disappears in two or three days.

As to its depth, it might be added that at the springs or centre of the lake soundings have been made to a depth of 150 feet without finding bottom. The asphalt deposits, however, extend only to a depth of about 90 feet in the centre and eighteen feet along the edges of the shores. The entire mass is supposed to be supported by a body of water.

After the freshly excavated asphalt is loaded on cars and conveyed to the shore, where the tubs, with a capacity of one thousand pounds each, are lifted by hydraulic power to the aerial tramway, whence it is rapidly conveyed to the pier, some four thousand feet distant, and dumped directly into the holds of the vessels.

As over 28 per cent. of its bulk is water, its solidity can readily be imagined when the pressure upon itself, the heat and the motion of the boat eliminate this volume of water as well as gas. Becoming agglomerated into a solid mass on its voyage, it has to be again broken up by picks in order to be removed from the vessel. Upon its arrival at the factory it is heated until the water is expelled and the earthy material cast to the bottom of the large vats. It is then poured through a sieve into barrels, where it solidifies.

The ordinary Trinidad asphaltum paving mixture is made by adding and thoroughly mixing with hot refined asphalt about 15 per cent. of its weight of residuum oil, the mixture serving to cement together the sand and powdered limestone which enter into the paving mixture. The proportions of the ingredients vary according to their physical and chemical quality, as well as to the climates in which the pavement is to be used, hot climates requiring less cement than cold.

As to the asphalt deposits of South America, just what causes these hot springs of asphalt is still unknown, the great philosopher Millet contending that it is due to the decomposition of accumulations of vegetation, while Daubrie holds forth the theory that its origin is formed in a like manner to that of coal. It is found in deposits varying from a mere bubble to a seven-acre tract all through Venezuela, the earth often being so saturated with it as to appear mingled with the soil and rocks. Both the Pitch Lake of Trinidad and the Bermudez Lake in Venezuela, continually overflow their banks, thus casting a large amount into the rivers and the sea.

Who was the first man to introduce this natural resource into the commercial world is not certain, but the credit is laid at the door of one M. Merian, a Swiss engineer, who laid a portion of the road from Travers to Pontalier in 1849 with this smooth material. The first pavement, however, was not laid until 1854, when a small section of a street in Paris was paved.

THE CANADIAN BANK OF COMMERCE

HEAD OFFICE, TORONTO — ESTABLISHED 1867

B. E. WALKER, President
ALEX. LAIRD, General Manager

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COUNTRY BUSINESS Every facility afforded to farmers and others for the transaction of their banking business. Sales notes will be cashed or taken for collection.

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St. John Branch, corner King and Germain Streets
F. B. FRANCIS, Manager.

Port of St. John.

ARRIVED.

Monday, Oct. 26.

Tug Pejepscot (Am), Swett, from St Martins, with barge No. 4 in tow for Bath (Me)

Coastwise—Stmr Lord Kitchener, Livingston, from Yarmouth with barge No. 11 in tow for Parrsboro; schrs, Mystery, 15, Thompson, fishing; H A Holder, 94, Rolf, Alma; Yarmouth Packet, 76, Shaw, Yarmouth; May Bell, 76, Black, St Martins; Helen M, 55, Woods, St Martins; C J Colwell, 82, Sabean, St Martins; Swallow, 30, Elle, Alma.

Tuesday, Oct. 27.

Stmr Governor Cobb, 1,556, Thompson, from Boston, via Maine ports, C E Laechler, pass and mdse.

Schr Rowena, 96, Seely, from Windsor for Salem (Mass.), with lumber, in for harbor, and cleared.

Coastwise—Stmrs Mikado, 48, Lewis, Point Wolfe, and cld; Bear River, 70, Woodworth, Bear River; schrs Emily R., 30, Graham, Meteghan and cld; Little Annie, 18, Poland, West Indies and cld; Effie Maud, 61, Gough, St. Martins; Bess, 24, Oliver, Port George and cld; barge No. 7, Wadman, Parrsboro.

Wednesday, Oct. 28.

Stmr. Governor Cobb, 1,556, Thompson, for Boston via Maine ports.

CLEARED.

Tuesday, Oct. 27.

Schr. Isaiah K. Stetson (Am.), 269, Hamilton, for City Island for orders, Stetson, Cutler & Co., 336,257 feet deals and boards.

Coastwise—Tug Springhill, Cook, Parrsboro; schrs Wanita, Rolfe, Port Williams; Eveline, Trahan, Meteghan; Effie Maud, Gough, St. Martins; Stmr Bear River, Woodworth, Digby; LaTour, McKinnon, Campobello.

Wednesday, Oct. 28.

Schr. W. E. & W. L. Tuck (Am.), 395, Hatley, for New York, J. A. Gregory, 140,475 ft. spruce scantling, 40,202 ft. pine boards and plank, Stetson, Cutler & Co., 172,742 ft. spruce scantling.

Schr. Rowena, 96, Seely, for Salem for orders, A. L. Price, lumber, loaded at Windsor, was in for harbor.

Coastwise.—Schrs. May Bell, Black, St. Martins; Citizen, Mills, Advocate; H A Holder, Rolf, Alma.

Schr Ida M Barton, 102, Wasson, for Quincy (Mass.), A Cushing & Co., 130,455 ft spruce plank etc, 100,000 laths.

SAILED.

Monday, Oct. 26.

Stmr Calvin Austin, Mitchell, for Boston via Maine ports.

Wednesday, Oct. 28.

Schr Lizzie H Patrick (Am), 412, Breen, from St. Andrews, NB, master, bal.

Coastwise.—Stmr. Ruby L, 49, Baker, Margaretsville and cld.; Granville, 49, Collins, Annapolis and cld; schr. Annie Pearl, 40, Stirling, Digby.

Stmr Kanawha, 2,488, Kellman, for London via Halifax.

Canadian Ports.

Hillsboro, N.B., Oct 23—Ard, schr Carrie Strong (Am), Strong, Rockland.

Chatham, N.B., Oct 23—Cld, stmr Helmer Morch (Dan.), Thorsoe for Manchester.

Mulgrave, Oct 23—Passed north, stmr Thanks.

Passed south, schr Mona, from Labrador.

Halifax, Oct 26—Ard, schrs Jacona, Cadiz; Parthia, fishing grounds; George Parker, do; A. N. Nicholson, do; Arnold, Oporto.

Sld—Stmr Senlac, St John.

Montreal, Oct 25—Ard, stmr Athenia, Glasgow.

Louisburg, C. B., Oct. 23.—Cld., stmr. Catalone, Glover, for Boston; schr. Urania, Sully, for Halifax, with cargo whalebone.

Hillsboro, Oct 24—Cld, schr Carrie Strong (Am), Strong, Newburg.

Montreal, Oct. 26.—Ard., stmrs. Lake Michigan, Perry, from London and Antwerp; Tunisian, Pickering, from Liverpool; Carrigan Head, Orr, Liverpool; Cervona, Stooke, from Newcastle.

Sld, stmrs. Virginian, Dominion, Lake Erie, for Liverpool; Bellona and Mount Royal for London; Marina for Glasgow; Cairncrag for Leith; Manxman and Montfort for Avonmouth; Hesperian for Glasgow.

Newcastle, N.B., Oct 26—Cld, schr Invictus, Roberts, for New York.

Campbellton, Oct 26—Ard, ship Lindesfarne (Russ), Hellsten, from Cardiff.

Cld, Oct 26, schr Calabria, McLean, Boston; 24th, bark Annesby, Ceriez, for Melbourne; stmr Ramsdal, Melson, for United Kingdom.

Halifax, Oct 28—Ard 27th, stmr St Pierre Miquelon (Fr), St Pierre (Miq.)

Ard 28th, stmr Halifax, Boston, and sld for Hawkesbury and Charlottetown.

Sld, 27th, stmrs Minia, (Br cable) sea; Jacona, Montreal, via Sydney.

Sld 28th, schr Arnold, St John's (NF) and Oporto.

British Ports.

Bristol, Oct 23—Ard, stmr Montcalm, Hodder, Montreal via Liverpool.

Dublin, Oct 23—Ard, stmr Conway, McKenzie, Chatham (NB) and Sydney.

Delagoa Bay, Oct 23—Ard previously, stmr Palma, Hird, Montreal and Sydney via Cape Town, etc.

Liverpool, Oct 22—Ard, stmr St Andrews (Nor), Nauen, Chatham (NB)

Cld—Stmr Victorian, Montreal.

Preston, Oct 22—Ard, schr Besmer (Rus), Ahl, Richibucto.

Liverpool, Oct 25—Ard, stmr Pontiac, St John.

Brow Head, Oct 25—Passed, bark Usoko Northport, for White Haven.

Preston, Oct 23—Ard, brig Anna Alwina, Shediac.

Liverpool, Oct 25—Ard, bark Regulus, Richibucto.

London, Oct 26—Ard, stmr Almeriana, Halifax.

Manchester, Oct 26—Ard, stmr Pontiac, St John.

Liverpool, Oct 27—Ard, stmr Mauretania, New York.

Hull, Oct 26—Ard, stmr Ravn, Philadelphia, via Annapolis.

Melbourne, Oct 27—Ard, previously, bark Hafjordi, Campbellton (NB)

Liverpool, Oct 25—Ard, stmr Corsican, Outram, New York, bark Regulus (Russ), Martinson from Richibucto (N.B.)

Preston, Oct 23—Ard, brig Anna Alwina (Russ), Deeken, from Shediac (NB)

Barry, Oct 24—Sld, stmr Bendu, Millson, Montreal.

Brow Head, Oct 25—Passed, bark Usko (Rus), Linden, Northport for Whitehaven.

Pastnet, Oct 26—Passed, stmr Bengore Head (Br), Finlay, Montreal and Quebec for Dublin.

Glasgow, Oct 26—Ard, stmr Parthenia, Stitt, Montreal.

Sld—Stmr Cassandra, Mitchell, Montreal.

Barbados, Oct. 24.—Ard., bktn. Antioch, Buenos Ayres. Proceeds to Banaire to load for north of Hatteras.

Liverpool, Oct 25—Ard, stmr Pontiac, Meikle, St John.

Sharpness, Oct 23—Ard, stmr Indrani, Mitchell, St John.

Bermuda, Oct 27—Sld, stmr Oruro, Bale, St John.

Preston, Oct 25—Ard, stmr Bridge, Chatham (NB)

Dublin, Oct 27—Ard, stmr Bengore Head, Montreal and Quebec via Belfast.

Belfast, Oct 27—Ard, stmr Inishowen Head, Montreal and Quebec.

Plymouth, Oct 28—Ard, stmr Oceanic, New York for Cherbourg and Southampton, and proceeded.

Southampton, Oct 28—Sld, stmr Majestic, New York, via Cherbourg and Queenstown.

Glasgow, Oct 28—Ard, stmr Pretorian, Montreal and Quebec.

Plymouth, Oct 28—Ard, stmr Deutschland, New York for Cherbourg and Hamburg, and proceeded.

London, Oct 28—Sld, stmr Shenandoah, Halifax and St. John.

Belleisle, Oct 28—Passed, stmr Victorian, Liverpool for Montreal.

Foreign Ports.

Bridgeport, Oct 23—Ard, schr Minnie T, Richibucto.

Tampa, Fla., Oct 21—Ard, schr Walter K Merritt, Kirconnell, Bonacca.

Boston, Oct 26—Ard, stmr Halifax, Halifax; schr Harry Morris, St. Martins.

Cld—Schrs Marguerite, Weymouth; Conrad S., Hall's Harbor.

New York, Oct 26—Cld, schrs J L Nelson, Halifax; Roger Drury, Newark.

New Haven, Oct 26—In port, weather-bound schrs J Arthur Lord, Greta, Lavolta, Lucille, and Three Sisters, all bound east; Inga, Bridgewater (NS)

New London, Oct 26—Ard, schr Cora Lee, New York for Walton.

City Island, Oct 26—Bound south, schrs Harry, Campbellton; Annie Bliss, Shulee.

Boston, Oct. 25.—Ard, stmr. Bohemian, McCallum, Liverpool; schr. Russell H., Bent, Liverpool, N. S.

New York, Oct. 25.—Ard., brigt. Marconi, McLeod, from Blas, 39 days.

Norfolk, Oct 25—Sld, stmr Rauma (Nor), Hilt, from Galveston for Bergen via Canadian ports (supposed St. John.)

Philadelphia, Oct 25