

The Granite Town Greetings

VOL. 4

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No. 31

CLEARANCE SALE

Commences February 1st

Ladies Coats
Dress Skirts

Ladies Shirtwaists
Misses Skirts

Ladies and Children's Hosiery
Boots and Shoes

J. SUTTON CLARK,

St. George, N. B.

AT
H. McGrattan
& Sons
Corn
Corn
Corn
1000 Bushels to Arrive
Watch This Space

Prophecy Fakirs

Messiah business flourishes with green goods game and the gold brick mille, but it counts the deluded by multitudes instead of the individuals. Apparently a considerable part of the population of every city and village is the willing prey of every sharper who comes along with a new crack of doom prophecy, providing he has long hair and a frowzy beard. Undoubtedly the business is profitable to the charlatan, and it requires less of genius than it takes to promote fake mining companies. Generally most of the "faithful" are women, and many of them belong to families that otherwise are regarded as normal in their communities. What it is that causes the never-failing following of a glib talker with a calamity howl or a new "religion" is an intensely interesting problem for the psychologists.

In a manner this latest and other end of world fancies seem humorous. They are not entirely so, however, and if the Messiah charlatanry cannot be reached otherwise, a few examples made of "prophecy" by the evenly balanced relatives of the "faithful" would be wholesome discouraging to the whole industry, which has come to be a public nuisance. In a recent base in the West fanaticism wrought by a fake preacher resulted in a battle between his followers and the police, in which two or three persons were killed. Chicago Record-Herald.

Anniversaries of 1909

The astrologers would have us believe that in certain years throughout the ages remarkable conjunctions of heavenly bodies and other celestial interrelations so influence the human character and physique that children born at these times become great and commanding in numbers far exceeding the appearance of geniuses in other years. If so, there must have been a remarkable manifestation of celestial phenomena in the year 1809, for a surprisingly large number of men and women who have commanded fame and greatness first saw the light in that year. During those twelve months occurred the births of these American celebrities: Hannibal Hamnah, Park Benjamin, Geo. Joseph E. Johnson, Cyrus McCormick, Oliver Wendell Holmes, Abraham Lincoln and Edgar Allan Poe. President Andrew Johnson was born December 29, 1808, so he very nearly comes into this charmed period. Among eminent Englishmen whose careers belong also to our own world of thought were: Charles Darwin, William E. Gladstone, Alfred Lord Tennyson, John Stuart Blackie, Elizabeth Barrett Browning, Edward Fitzgerald, and Alexander W. Kinglake. In the same year Felix Mendelssohn Bartholdy was born in Austria, Pierre Joseph Prandhon in France, and Frederic Francois Chopin in Poland. There are also to be celebrated in this country and in England, and in some cases throughout the civilized world as well, of the anniversaries of Holmes, Lincoln, Poe, Darwin, Gladstone, and Tennyson. In the United States and England last month was celebrated the third centenary of the poet John Milton, who was born December 6, 1609. All Protestant Europe and America will take note of the four-hundredth anniversary of John Calvin, who was born in Switzerland in 1509, while England will commemorate the bicentenary of old "Sam" Johnson, who first saw the light 200 years ago. Americans, finally, will make historic commemoration upon one occasion of the French steamship triumph, which was born in 1807, and the discovery of the Hudson River in 1609, besides celebrating with their Canadian neighbors the discovery of Lake Champlain by the old French navigator in 1609. Review of Reviews.

A Painless Corn Cure

Easily applied--costs but a quarter--that's Putnam's Corn Extractor, fifty years in use. Insist on Putnam's only.

The Newest City of Canada's Far West

Mr. R. B. Osborn, special commissioner of "Canada," the London Illustrated Journal, gave a Winnipeg Free Press reporter some interesting information recently concerning Prince Rupert.

Mr. Osborn said: "More lies have been told about Prince Rupert than about any new city yet sprung up in the West. I was warned not to go there until the spring, unless I wished to walk seventy miles over the ice-floes to get in and out. Another Ananias (with modern improvements) told me that it rained there all day and all night all the year round. But, why repeat these lies? Prince Rupert is in the latitude of London, England, and everybody who knows the British Columbia coast knows very well that it is an ice-free port. As for the rain-fall which is said on good authority to be virtually the same as that of Vancouver, and similarly distributed through the year, all I can vouch for is that the weather was fine and mild during the week I was there.

The harbor is the finest in Canada. It is formed by a perfectly-protected curved inlet sixteen miles long, a mile broad, and twenty-six fathoms deep on an average. The bottom has good holding for anchors, and there is thirty feet of water at its lowest tide, by the temporary wharves. Captain J. F. Parry, R. N., of H. M. S. Eggeria, which is making the Admiralty survey of the entrance, says it is no breach of etiquette on my part to state that the result of the survey is entirely satisfactory in so far as the approach to Prince Rupert is concerned. That ought to be enough for the political variant of the modern 'Ananias'.

Of course, this real Prince Rupert is not yet in being. Until the townsite is laid--which will probably be in May--no permanent buildings cannot go up. Nearly everything there now will be swept away when the plans of the engineers are carried out. Prince Rupert is not to be a checker-board city. To my mind, that is a great point. You can't get a picturesque city on the rectangular plan. Prince Rupert is to have places and parks--which will prevent a fire running far--and undulating avenues and hills crowded with white edifices. It will not be one of those dull, decorous cities where a boy and a girl can't lose themselves in case of necessity. I climb at up one of the hills--probably it was what is called the Acropolis on the plan--and the view across the harbor was charming. Three years ago the site was virgin forest; and though it has been cleared, the stumps remain here and there.

The soil, which overlies solid rock, is made of decayed vegetation, and is damp and peaty. Many of the present temporary buildings are set on piles; they look like packing cases on stilts. There are two really good hotels. At present it is a dry town, the sale of liquor being forbidden in view of the railway construction work going on there. Whoever wishes to get "full" must go to Port Eslington, several hours' voyage, where a perpendicular person is regarded with suspicion. Port Eslington, a miniature-Seattle, will be put out of action when Prince Rupert makes its real start.

Of course, Prince Rupert is bound to become a great seaport. It will be served by the shortest and by far the easiest freight route on the continent, and the sea journey from Prince Rupert to Yokohama is four hundred miles shorter than the Vancouver route and six hundred miles shorter than the distance between San Francisco and the Japanese port. Naturally, Prince Rupert will be the distributing point for all Northern British Columbia--a country richer in mineral resources than the more developed Southern half--for the Yukon Territory and for all the Alaskan shoreline. There will be a record rush to Prince Rupert when the townsite is laid. Everywhere across the Rockies the interest in the new city is extraordinarily keen--as keen as was the interest in Dawson more than ten years ago. Anybody who has a job in Winnipeg ought not to throw it up on the chance of doing better in Prince Rupert, or any other city on the coast. For the present at any rate, a job in the hand--even if it be not exactly a "bird"--is worth two in the British Columbia bush.

Charlotte County Council

HIGHWAY ACT--BIENNIAL ELECTIONS

At Wednesday morning session of council a communication was read from the Public Works Dept., New Brunswick, asking for an expression of opinion upon the new Highway Act.

Subsequently a committee of seven was appointed by the Warden to consider the act and submit a report. The committee reported as follows:--

To the Warden and Councillors of the Municipality of Charlotte.

Gentlemen: Your committee to whom was referred the Highway Act 1908 for criticism and suggestion, beg leave to report they have attended to that duty.

They would recommend that instead of the Highway Board, as provided for in the act, the appointment of commissioners be visited in the county council, such appointments to be made for each parish, and the councillors of such parishes to be permitted to exercise supervision over their services while acting as supervisors on road work.

They would recommend that Sec. 71 relative to vote times be stricken out. With respect to the section providing for the breaking out of winter roads, your committee would recommend that persons and teams so employed be paid the full rate of statute labor.

Your committee considered the section relative to poll tax and do not feel called upon to advise any change in that respect.

Respectfully submitted,
DAVID JOHNSON,
JOHN WEBBER,
W. N. McLEAN,
G. K. GREENLAW,
J. C. McLEOD,
G. W. McKAY,
JAMES McILLAN,
Committee.

Mr. N. Marks Mills, of St. Stephen, applied for exemption from taxation for a term of five years on all taxes except school rates for the Maritime Steamship Company, also for the support of the council on an application to be made to the two governments for a subsidy for the Company.

Revolutions in favor therefore were passed R. B. Armstrong, President of the County Board of Trade, and C. N. Vroom, secretary, addressed the council upon matters relating to the ports of Charlotte county.

The following resolutions were adopted: Resolved, That this Council would respectfully urge upon the government of Canada the importance of providing ample port accommodation on Canadian soil for the use of ocean steamers in the winter season, and would especially direct its attention to the advantages which the ports of Charlotte possess as terminals for existing or prospective transcontinental lines of railway, by reason of their being the nearest to the commercial centre of the Dominion, being easy of access and capable of being cheaply equipped.

And further resolved, that a copy of this resolution be forwarded to our representative at Ottawa with a request that he present it to the government. It was further resolved to continue the grant of \$50 for the publication of port literature which was made at last session of the council but which had not been called for.

Councillors Lawrence and Hickey reminded the board that the claims of L'Etang have a place in any literature that was published.

The Finance Committee recommended an assessment of \$7000 for schools and \$4500 for contingencies.

A grant of \$500 was recommended to the Chipman memorial hospital. Dr. H. B. Lawson was appointed a member of Board of Health District No. 15 in place of Dr. J. D. Lawson.

Coun. Hunter moved a resolution ordering the reduction of the Scott Act Inspector's salary from \$500 to \$200.

Coun. Beach seconded the motion. After some debate it was adopted, only two members--Bryson and Wren--voting against it.

Coun. Webber submitted an exhaustive report on the work of the Municipalities Union.

A bye-law bringing biennial elections in operation after the next councillors' election was adopted, Coun. Goodill, Scott, McCowan and Wren being the only councillors who voted against it.

Couns. Grimmer, Goodill, Beach and McLean were chosen as July committee, and Couns. Babcock and McKay as first and second substitutes respectively.

The thanks of the council were conveyed to the Warden, who made a very felicitous reply.

Ex-coun. Stevenson, who entered the council chamber just before adjournment was accorded a hearty welcome, for which he thanked the council.

List of Parish Officers for the Parish of St. George for the year 1909:

Parish Keepers
Daniel Leavitt
Osgood Craig
James Hatt
Frank Dick
Bismark Dick
John Brown
Edward Rankin
Fred Skinner
Samuel Dougherty

Field Drivers and
Hog Reeves
Rosen Leavitt
Hugh Dewar
George McKay
W. J. Maxwell
Henry Brown
Robert Barry
Alley Kinney

Surveyors of
Lumber
William Bowdin
Herbert McCabe
T. W. Moore
Martin Magowan
Man. Sherwood

Revisors
William Hickey
W. H. Maxwell
Boom Masters
Dan. Campbell
Arch. McVicar
Thos. McKay

Assessors of Rates
Samuel Craig
Edward Stewart
Andrew Oliver
Overseers of Poor
Isaac Spinney
W. J. Maxwell
Sam. Hatt, Sr.

Collectors of Rates
Geo. McKenzie
Isaac Dick
Jeremiah Craig

Parish Clerk
Pat. McLaughlin
No. 2 H. Gilmore
No. 3 J. Catherine

Wharfingers
Douglas Spinney
Ira McConnell
Andrew McGee
Vaughan Condit

Weighers of Hay, Straw and Coal
James Frazier

Threatening feverishness with children is quickly and safely calmed by Preventives. These little Camly Cold Cure Tablets should always be at hand--for promptness is all-important. Preventives contain no quinine, nothing harsh or sickening. They are indeed, "the stitch in time." Carried in pocket, or purse, Preventives are a genuine safeguard against Colds. 25c. Sold by all Dealers.

Wall Street Journal.--The Canadian Northwest is now drawing 100,000 of America's best farm population away to the virgin lands of the north. However unpleasant these facts may be to an American, it is folly to bind one's self to the fact that the Canadian Northwest is destined to supply beef and pork, and cheese and butter and bread to the world. It has the soil, the climate and the cheap transportation, and it will have the people.

Train Wrecked

SNOW PLOUGH LEAVES RAILS AT CROSSING NEAR STATIO

Engineer and Fireman Jump. Much Damage

Tuesday morning at 4 o'clock a special train from St. John, speeding at the rate of forty miles an hour, when nearing the station left the rails at the crossing, the snow plough plunged into the station platform tearing it completely out for a distance of 150 feet.

After tearing up everything in sight, the plough turned completely round and landed on the bank, cutting off a telegraph pole, bringing down all the wires. The tender of the engine left the rails, followed by a car, in which the men boarded. A huge pile driver, weighing over 80 tons is also off.

The engine is not badly broken, although the windows and part of the wood work are torn away. The pump was also torn off. Engineer Lynch and fireman McCann both jumped, and escaped unharmed.

This train was going to the relief of the train at Dyer, which met with disaster Monday, preventing the regular train from getting through. Many people are visiting the scene of the wreck, which is the worst that has occurred on the road for some years. The train was in charge of conductor George Greene.

The Derelict

Out on the ocean yonder, are vessels floating here and there impelled by every passing wave and current--derelicts.

They have been, under stress of storm and accident, abandoned by their officers and crews and float on the surface of no use to themselves and a menace to ships that traverse the pathless ocean.

Once they were proud and stately vessels, busily engaged in transporting valuable commodities and precious lives. Now they are abandoned, useless, dangerous.

Those old hulks, somehow, remind us of the many human derelicts we encounter in the path of life. Floating, merely floating, all around us are men who once started out in life filled with high ideals and high purposes. Around them were friends who looked on them with pride and confidence. All of life and its richest promises were before them and they went forth freighted with the good will of many, many friends.

Somewhere along the course they have met with that reserve, that accident, that something that deprived them of the ambition, the hope, the faith, which had been theirs.

Perhaps it was a crime committed in a thoughtless moment, perhaps it was the yielding to the temptations of drink or the blandishments of woman; perhaps it was the loss of money, and with it friends, or perhaps it was the death of a loved one.

Something has deprived them of the desire to continue the strife.

Buffeted by the adverse winds of fate, overcome by the cruel waves of circumstance, they have been abandoned of hope, of ambition, of everything, and are mere hulks--derelicts.

What can be more pitiable than the man whose grasp on himself and on life has gone.

And yet that is the man, no matter how vicious, no matter how careless or indifferent who needs most our assistance. His bodily and mental sufferings are the greater for the recollection of what he has been, and he demands from us the same care and consideration that we give those who are called "worthy."

They are certainly of those of whom it was said, "The least of these my brethren." While we are studying to help the derelict, let us not forget that other brother, the underserving derelict. Miami News-Record.