

MC2465 POOR DOCUMENT

REMEMBER
THERE IS NO NEED TO
SEND AWAY FOR YOUR
PRINTING!

The Granite Town Greetings

PUBLISHED IN THE INTERESTS OF ST. GEORGE & VICINITY.

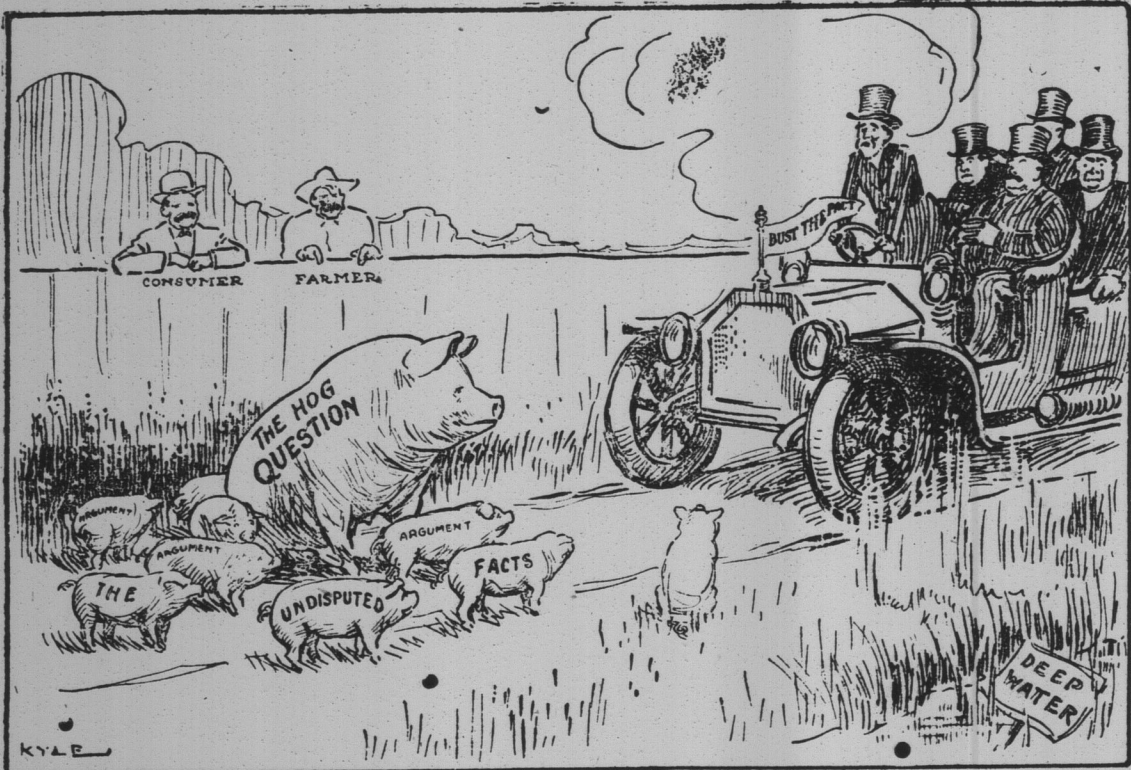
GOOD AD-
VERTISING
MEDIUM!

VOL. 7.

ST. GEORGE, N. B., FRIDAY, SEPTEMBER 15, 1911

NO. 10.

THE NEW Church Hymnal for sale at the Greetings Office in several Qualities and Styles.



NEWS ITEM — MR. J. W. FAVELLE, OF TORONTO, AND A PARTY OF MIDDLEMEN FRIENDS HAD A RATHER UNPLEASANT EXPERIENCE WHILE TRYING TO GET TO ANTI-RECIPROCITY IN THEIR BIG "PACKER" CAR. TWO MEN WHO WITNESSED THE HOLD-UP DID NOT OFFER TO HELP BUT ADVISED THE PARTY TO HEAD THE OTHER WAY.

No Man is Stronger Than His Stomach

A strong man is strong all over. No man can be strong who is suffering from weak stomach with its consequent indigestion, or from some other disease of the stomach and its associated organs, which impairs digestion and nutrition. For when the stomach is weak or diseased there is a loss of the nutrition contained in food, which is the source of all physical strength. When a man "doesn't feel just right," when he doesn't sleep well, has an uncomfortable feeling in the stomach after eating, is anxious, nervous, irritable and despondent, he is losing the nutrition needed to make strength.

Such a man should use Dr. Pierce's Golden Medical Discovery. It cures diseases of the stomach and other organs of digestion and nutrition. It enriches the blood, invigorates the liver, strengthens the kidneys, nourishes the nerves, and so gives HEALTH AND STRENGTH TO THE WHOLE BODY.

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic medicine of known composition, not even though the dealer may thereby make a little bigger profit. Ingredients printed on wrapper.

Delhi: City of the Durbars.

By Mary F. A. Tench.

The thoughts of numbers of King George's loyal subjects are now turned in the direction of the great Eastern City where his coronation Durbar will be held, and many who have no personal knowledge of it may be glad to learn something in regard to its appearance and its history. The city which now bears the name of Delhi was by the older writers more appropriately called Jehanabad, seeing that it owed its foundation to Shah Jehan (King of the world) grandson of the great Akbar, and "the most magnificent of the imperial builders of India." Few of Akbar's descendants were heirs to his many virtues, the greater number of them attaining the throne by means of violence or craft, and amongst the former may be counted Shah Jehan, who, in order to gain imperial power, murdered his oldest brother and drove his young nephew into exile. But, his ambition once realized, he became, on the whole, a just and humane monarch, though the splendid buildings which he caused to be raised tell of the vast amount of labor.

Agra had been during the last three reigns the seat of government, whilst Delhi lay in ruins, but Shah Jehan, struck by its splendid position, marking it out as the most suitable site for an imperial capital, built there a city worthy of his state and power. The palace, not alone a royal residence, but a strongly fortified citadel, was pronounced by Mr. Ferguson, "the Ruskin of India," to have been the most splendid of the world. Gone

now, alas! are the great marble corridors which once connected the beautiful buildings in the courtyard where Princesses and Peers were wont to take their pleasure in a hideous British barracks; the jewels have been ruthlessly torn from the walls, the peacocks flanking the famous "peacock throne" whose tails are all gilded with gems worth six million pounds, sterling, were carried away more than a century ago by Nadir Shah, but enough remains to prove the words of the great archaeological writer to be true. The principal entrance to this fairy palace is through a mighty gateway soaring to a height of 140 feet, with a vaulted hall 225 yards in length presenting the appearance of the nave of a huge Gothic cathedral, and from the summit of which a fine view of the palace, mosque and city may be obtained.

Having passed the barrack and the bazaar, or market, adjoining it, which it is well to do with lowered and unobtrusive eyes, so unlovely is the sight, so apt of keeping with Shah Jehan's stately dwelling place, we come to the Diwan-i-am, or public hall of audience, all of marble and red sandstone inlaid with pietra-dura, for the palace is not of purely Indian artist then in the service of the Great Mogul having had charge of its decorations. Farther on is the Diwan-i-khas, or private hall of audience, where Shah Jehan sat on his peacock throne dispensing justice to his people, and surrounded by his officers of state. Close by are the Akbari baths, three spacious chambers with walls and flooring of white marble delicately inlaid, and then comes the gem of

the palace in the Moti Masjid, or Pearl Mosque, its walls, ceiling, floor and graceful Saracenic arches all of pure white marble; hence its name. It also possesses a bronze door of rare workmanship and beauty. Chambers, too, there are whose delicately fretted windows shut out the burning heat of the sun which filters through them, cooled and softly mellowed.

Crossing the Malabar park, we reach the Jamma Masjid, or Great Malabar, considered by many to be the most beautiful in the world, though to some mind is that of the writer amongst them, it is somewhat spoiled by a mixture of black and white marble, which gives it rather a pie-bald appearance; but in situation it is superb, placed as it is on a high rock and reached by means of lofty flights of steps.

The city which adjoins the mosque and palace is worthy of them possessing, with possibly the exception of the comparatively new capital of the State of Jaipur, the finest thoroughfare in India. This is the Chandni-chaudh or Silver Street, which is 74 feet in breadth and a mile in length, whilst down the centre a double row of graceful neem and sacred pipal trees border a path where foot passengers may walk or rest, free from the danger of the traffic of the crowded streets.



in tea must be distinctive, pleasing and unvarying to merit continuous use. The flavor of Red Rose Tea is all its own, and it never fails to win and hold approval because it never fails in quality. Try it.



How welcome such a path would be in the hurry and bustle of the cities of England, Canada and the United States! The shops in this street are filled with costly brocades, silver work of delicate design, to tery, armor and jewelry, where the unwary are often led to pay considerably more than they are worth for these beautiful wares.

It is as well, perhaps, to let the dead past bury its dead, but none could leave Delhi without visiting some of the spots sacred from the tragically glorious from the valor of the dark days of 1857. Take the Kashmir Gate. Are there any who do not know this story? How, shut against the British troops, it was blown open by a heroic band of men, few of whom were left alive to see their comrades march through, led by the dauntless Nicholson, who, as the inscription on his tombstone tells, "fell mortally wounded in the moment of victory," and whose last thoughts were for England and her honor. He is still worshipped as a god by many of the natives of India, the "god of war," by those who felt his avenging steel.

Though New Delhi is fairly modern dating only from the 17th century, yet a city of the same name arose in very early days, built by a Hindu king, who called it Dillipar or City of Dill. It was destroyed hundreds of years ago, though its ruins are still to be seen, and from its ashes sprang, one after another, six other cities, perhaps Taglukabad, with its mighty fortress. Its impressive tomb, is the most imposing, and Lal Kot the most beautiful. For after long miles of dusty road, running midst the cities of the dead, we come to a green and shady spot where rises the perfectly proportioned Kutub Minar, or pillar of Kutub, surrounded by buildings, with all the grandeur of Moslem structure and all the delicacy of Hindu workmanship. The Mosque of Altimish was built from the spoils of a Hindu temple, in the centre of which is a very remarkable pillar, remarkable not for its beauty, indeed, but for its history and workmanship. "It is a striking fact," said Mr. W. S. Caine, "that Hindus so long ago could forge a bar of iron larger and heavier than any that is being forged even in Europe until a very recent date." The weight of this column is six tons, and it was first raised to place in the fourth or fifth century. A. D., recording how Raja Dhawa "obtained with his own arm an individual sovereignty on earth for a long period," an old and unfulfilled prophecy of the Hindu ruler should last as long as the pillar stood.

When Lal Kot, the Delhi of those days, was conquered by the Mohammedans in the 12th century, the leader showed his contempt for his fallen foes by allowing their propitiatory pillar to stand in the centre of the great mosque, which he caused to be built from the spoils of Hindu shrines. Close by is the gateway of Alaud-din, who succeeded Altimish on the throne, and its beautiful carvings are shown in the illustration.

In the 16th century another race of Mohammedan conquerors, descendants of the fierce Tamerlane and his followers overran this part of India, leaving the capital of the Akbar rulers one with that which they themselves had destroyed three hundred years earlier, and with those other ruined cities the tale of whose fall is now almost legendary lore. And so it comes about that what is known as "Old Delhi" lies beside the more modern city a ruin splendid in its decay: lofty gateway, noble column and stately tomb telling of the pomp, pride the power of now nearly forgotten dynasties.

Less Travel in Pullmans.

It is given out that the Pullman company officials estimate travel in their cars as ten per cent below last year, and lower still than expectation. It is likely that people hereabouts who have travelled in parlor cars have noticed that it was easier to secure seats than they had expected. There is not the rush that there once was. Does all this mean that the travelling public is not moving this season as much as formerly? We guess not. The public is moving all right, but

the element that cannot travel except in parlor cars goes this year by automobile. President Mellon once, discussing railroad matters, was heard by a Courant man to say that the automobile would hurt railroad business more than the trolleys would, and it is manifestly the fact. The trolleys, indeed, in the opinion of the Courant, are helps, not injuries, to steam roads.

The reports from the fashionable resorts in the White Mountains are that at those hotels more than half the people come and go in automobiles. All these omit railroad travel, but, it may be admitted that they do not do this for the saving there is in it. You'd have to hunt for that. They do it from preference: for driving across country, having no horse to tire or get sick, going five times as far as a horse could go and going the next day just as far, being independent of time tables, and all that best trains out of sight. At the same time it does affect railroad receipts.—Rx.

Th'n Hair! A Liberal Offer.

When the hair thins out on the top of the head and the bald spot is getting ready to appear in public, don't get discouraged or irritable. Just go to your druggist and ask for Parisian Sage Hair Tonic. He will charge you six for a large bottle, but if it does not cause hair to grow where the hair is thinning out nothing on this earth will.

And we want to say to everybody, man, woman and child, that you can have your money back if Parisian Sage isn't the best hair grower, hair saver, hair beautifier and dandruff cure on the market to-day.

It stops itching scalp and falling hair and makes hair grow thick and abundantly. All druggists everywhere sell Parisian Sage or postpaid from The Giroux Mfg. Co., Fort Erie, Ont. See that the girl with the Auburn hair is on every bottle. Sold and guaranteed by J. Sutton Clark.

Will Solve Problem of Finding Ties

The Allega extension of the Bangor and Aroostook Railroad, beside opening up enormous undeveloped water powers and a country covered by millions of feet of spruce and pine timber which is now impossible to get to market, will also help to solve the problem of obtaining cheap railroad ties which now confronts nearly every road in the country. It has grown to be a serious question in the last few years and one which one road—the Pennsylvania—is attempting to solve by growing timber for ties on land of its own.

Time was, not so very long ago, when nothing save cedar ties of the highest quality were considered by railroad men. Gradually, as the available supply was cut off, the quality of the wood became lower. Today it is not a question of cedar ties, but of anything which can be made to serve the purpose. As a result of this situation hard wood is now being used extensively as a substitute. And, moreover it is giving an excellent satisfaction.

The cedar was highly regarded because of its durability, the manner in which it took spikes and its flexibility. A heavy train would cause the fibre in the wood to give slightly and the result was all that could be desired. For a long time it was thought that no other wood could be used.

With the gradual cutting off of the cedar and its consequent higher price, experiments commenced to be made with various hard woods. They were conducted with great care and with the utmost deliberation for the matter was regarded as highly important to the future of railroads. Birch, maple and beech ties were manufactured and given a trial. The experiment of soaking the wood in creosote was tried and it was found that this increased the desirability of the ties materially.

At the end of the tests it was decided that beech was the most desirable of the hard woods. When properly saturated with creosote mixture it made a very acceptable substitute for cedar. Locust is favored by the Pennsylvania road and a



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Breakwater and Breastwork, Richibucto, South Beach, N. B.," will be received at this office until 4 p.m. on Wednesday, September 27, 1911, for the construction of a Breakwater at Richibucto, on the South Beach, Kent County, N. B.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of E. T. P. Sheehan, Esq., District Engineer, St. John N. B., Geoffrey Stead, Esq., District Engineer, Chatham, N. B., and on application to the Postmaster at Richibucto, N. B.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honorable the Minister of Public Works, equal to ten per cent (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,

R. C. DESROCHERS,
Secretary,
Department of Public Works,
Ottawa, September 2, 1911.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

large quantity of it has been planted and is growing on the company's plantation. While beech is somewhat more rigid than cedar and does not take spikes so well, it is, nevertheless, the wood which will probably be used the most extensively for this purpose in the future.

The supply of beech in the country which will be opened by Bangor and Aroostook's Allega extension is very great. It is especially abundant in the territory on the north side of the water shed dividing the Penobscot and St. John rivers. The railroad tie industry has been an extensive one in Eastern Maine in the past, and after the opening of the new line through the wilderness, it now appears that it will become larger than ever.—Rx.

Trade Asaya-Neurall
THE NEW REMEDY FOR
Nervous Exhaustion
Indigestion, Heartburn, Dyspepsia and Constipation result more often from nervous exhaustion than from food. Dieting or pills will not avail. The only remedy is nerve repair. "ASAYA-NEURALL" is and makes possible this cure. It feeds the nerves, induces sleep, quickens the appetite and digestion, and these disorders disappear. \$1.50 per bottle. Obtain from the local agent.
Andrew McKee, Bank Bldg.,
W. S. R. Johnson, Portland,
Miles, Coutts & Co., St. George.

The position of Lawrence, Mass., ought to be a warning to other cities. Lawrence is a manufacturing centre, and is a prosperous city. Its civic affairs, however, are in a tangle. It has borrowed all the money allowed by law, and last week when it sought to raise \$175,000 from a Boston banking house it was refused. Extravagance and incompetency are the alleged cause of the trouble, behind which, necessarily, is the indifference of the public as to the class of men elected to administer civic affairs.—Rx.