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THE GRANITE TOWN GREETINGS

THE GRANITE TOWN GREETINGS ST. GEORGE, N. B.

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J. W. CORRELL, Editor

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FRIDAY, JULY 5, 1912

Our Hidden Wealth.

The London Chronicle says: "A project that will certainly have far-reaching influence upon the market and the food supply of the United Kingdom will be launched in Canada. With it may arise a new era in the development of that vast Dominion. The great wheat-bearing provinces of Athabasca, Alberta, Saskatchewan, and Assiniboia are to be bought 2000 miles nearer to England by waterway, and a saving of approximately \$5 per ton is promised upon the freightage between these Provinces and the United Kingdom. Mackenzie and Keewatin, vast territories possessing untold mineral wealth, will reveal to prospectors the secrets hitherto confined to Indians, and will become the paradise of fortune hunters. This project is as daring as it is extensive, has its foundation in the establishment of a gigantic harbor at Fort Churchill on the western side of Hudson Bay. This port is to be the terminal point of a new railway intended to penetrate the Western Canadian Provinces. By the use of the port about 2000 miles of rail transit will be saved in respect of produce travelling eastwards towards Europe. The only publicity given so far to this momentous scheme is the announcement recently of the award to Messrs Pethick Brothers of Plymouth and London, of a contract amounting to one and a half millions sterling for the construction of docks, granaries and station buildings. The award is made by the Hudson Bay and Pacific Railway Development Company, which holds a concession from the Dominion Government. A partner in the above-mentioned firm when interviewed, stated that the announcement of the award had been followed by innumerable applications for posts upon the constructional work. "We have been inundated by appeals from all classes of people, including insurance officials, office boys, and divers. The telephone bell has been ringing continuously, and there has been a procession to our doorstep. Our contract is for specific docks, granaries, and warehouses. The complete scheme includes, we understand, a large harbor approximately 3000 ft. by 200 ft., but this is not of immediate importance. The Hudson Bay and Pacific Railway Development Company are about to build a line between Fort Churchill and Prince Albert, thereby penetrating the heart of Saskatchewan. It is understood that other developments will follow."

Storage Basins and Water Powers

Storage basins are an exceedingly important consideration in waterpower development. Any large natural reservoir where the run off from precipitation may be impounded and subsequently discharged gradually throughout the year, adds greatly to the potential value of a water power. In the matter of easily developed water storage systems, Canada is exceptionally well favored. In New Ontario, however, the large river systems are, in so far as available information goes, rather deficient in this regard. The lake expansions of the rivers are comparatively few in number, and some of the

largest of the lakes are shallow and of small value as storage basins.
Forests as Reservoirs.
But Nature has, here, in a measure, provided storage reservoirs of another sort. The forest floors and extensive areas covered with plant growth, as well as great swamps, each and all constitute valuable water reservoirs. In these there is a wide "spread and satisfactory distribution of waters which tends to create a much more uniform run off. A discreet conservation and utilization of such reservoirs will, in general, be found to be much more desirable than are some of the large artificially constructed storage basins.

New Ontario Waters

It will thus be seen that the forest cover of New Ontario is of great importance in preserving a uniform flow of the rivers, and in making the water powers of that region valuable. In spite of the protection of the forests many of the larger rivers are little more than wild torrents in the spring time.
During the next few years some \$5,000,000 will be spent in opening up and developing the resources of New Ontario. It would seem the part of wisdom to go cautiously in the matter of removing the forests, lest in the years to come the rivers of Northern Ontario should strive to emulate the efforts of the Mississippi in the year of grace, 1912.

Mr. Lloyd George had an astounding statement to make during the delivery of his supplementary budget speech on Monday afternoon in the British House of Commons. He had an extra \$3,000,000 in round figures to dispose of, and wondered the Liberals cheered and the Conservatives sat glum as he announced that since the Liberals came into office they had reduced the national debt, including the reduction of \$25,000,000 he was then making, by \$190,920,000, and he was loaning \$3,000,000 to the African possessions of Uganda will do as much work as \$15,000,000 would do in Britain. The balance of the surplus, \$5,000,000, said the Chancellor, will be handed to the Admiralty as the first instalment of a greatly increased expenditure on the navy, so that Britain may continue to have the most powerful navy in the world. Mr. Lloyd George made no secret of the fact Germany's naval expansion would be amply met by Britain.—Ex.

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Transcontinental Construction.

(From the Winnipeg Free Press)
The Quebec Board of Trade has been giving itself over to "viewing with alarm" in an extraordinary manner, in regard to the manner of the completion of the National Transcontinental line from Winnipeg to Cochrane. When the mileage is ready for operation, there will be an all rail connection, via the Perry Sound Railway, with the Grand Trunk system in the East. Work is being hurried on the mileage referred to, and the extraordinary demand made in a resolution passed by the Quebec Board of Trade is that the Winnipeg to Cochrane line should not be completed until the National Transcontinental shall be completed, so that no western grain shall be diverted to "Providence, Boston, Portland, and other United States ports."

It is highly important, of course, that the National Transcontinental shall be completed to the Atlantic, to carry Western grain to Canadian ports. This is purpose with which the construction of that national highway was entered upon. But that the construction of any portion of that line should deliberately be held back is a suggestion which can only be characterized as absurdly unjustifiable. Let all possible expedition be used in

pushing forward every section of it to completion and in providing the terminals. The West needs every possible outlet for its grain.

Quebec Forest Revenue

The total income of the province of Quebec during the fiscal year 1911 from woods and forests was \$1,26,007.70, or nearly \$85,000 more than the preceding year. The Minister of Lands and Forests, in his annual report, recently issued, estimates that the revenue from this source during the current fiscal year will approximate \$1,500,000. The system of patrol for the prevention of forest fires has proved very efficient, and the cost has been much more than justified as a form of insurance of existing property interests as well as a guarantee of the perpetuation of the forest upon non-agricultural lands, thus insuring the permanence of the wood-using industries upon which the province so largely depends. The prevention of forest fires is the first essential to the permanence of lumbering and other woods industries, and money spent for this purpose is one of the best investments that any owner of timber lands can make.

Grading Exam. Results.

High School Entrance.			
Name	Aggregate	Division	
Laura Armstrong	730	I	
Helen Taylor	593	II	
Harry McAdam	590	II	
Frank Cawley	727	I	
Kenneth Campbell	519	II	
GRADE IX			
Maude Wren	761	I	
Lella Armstrong	760	I	
Nellie Finnigan	680	II	
Eugene Hennessey	583	II	
Victor Maxwell	556	II	
Willie Campbell	506	II	
Douglas Campbell	472	II	
Watson Dow	460	II	
Warren Dow	448	II	
Sutton Clark	450	II	
GRADE X			
Margaret Duffy	794	I	
Bessie Connell	730	II	
Evelyn Spinney	694	II	
Winifred McLean	606	II	
GRADE XI			
Ray Cawley	903	I	
Vernon Connell	772	I	

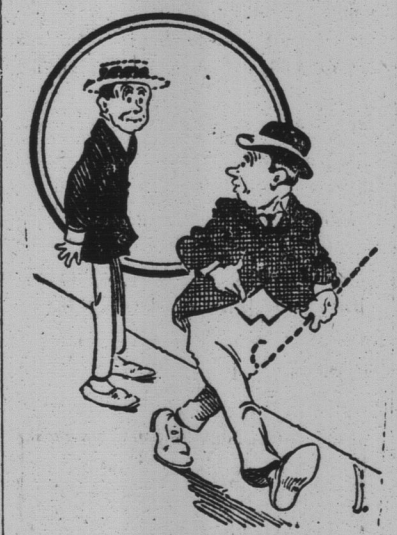
Reason for Haste.

There's an old story about an Irishman who was painting a fence and who worked hard so that he might get the job finished before the paint gave out. Our grandfathers laughed at that joke before our grandfathers bought razors. The new version came in yesterday: the setting is up to date, but the old point still sticks out. Our correspondent says:
"I have a touring car and I have a chauffeur. The latter is a bright Italian boy and an invaluable servant. The other night, ten miles from home, but inside the city limits, I observed that he was putting on a burst of speed.
"Slow down a bit, Giuseppe," I warned him, "we'll be arrested if we keep up this speed."
"Scusa me, mister boss," he answered, "we're ten miles from home and only got enough gas for 'free miles. Ref we no hurry we never mak' eet!"

Dr. Beattie Nesbitt, former President of the Farmers Bank, one time Toronto's Conservative boss, and a member of the Legislature for North Toronto, has been committed for trial on charges arising out of the failure of the bank. A curious feature of the preliminary inquiry before the Magistrate was the fact that the chief witness against the accused was W. R. Travers former manager of the bank, and under a sentence of imprisonment in Kingston Penitentiary for his share in the wrecking. Travers has spent months of comfort in Toronto since his sentence, and Nesbitt is out on bail, but the man or woman convicted of or charged with stealing a five cent cigar gets no such considerate treatment.—Ex.

ONE BY ONE THE MEN WHO fought and maintained British supremacy in the dark days of the Indian Mutiny are passing to "the great beyond." So, too, are those who took part in the Af-

ghan campaign of 1879, when the famous march to Kabul Kandahar took place, and even the ranks of those who went through the Boer war of eleven years ago are being thinned. Sir George White died in London on Monday. Although he had won undying fame in the Indian mutiny, earned the Victoria Cross and the thanks of the nation for his bravery on the road to Kandahar, he will live in history as "the defender of the Lady Smith," the man who refused to surrender the post, although advised to by his superior officer, General Buller, and who after 119 days' siege had the British flag still flying when Lord Durnford drove a wedge through the beleaguering Boer lines, and the British Empire went delirious with joy over the relief.—Ex.



IRRESISTIBLE.
"What on earth possessed Miss Hightstone to marry the ribbon clerk?" "She couldn't resist him, you know. When she first met him he was at the bargain counter."
Blunderly—Really, madam, you look remarkably well. You appear as young as your daughter.
Lady—Yes, I am the daughter.

DONE CHEERING UP
The visitor was being shown round the big hospital. As he passed through the accident ward he exchanged words of sympathy with some of the patients. "My word!" he said to one man, whose head was swathed in bandages and whose face was badly scarred. "You are knocked about. But you must cheer up if you want to get better."
"I've done cheering up," said the patient.

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British Suffragette leaders who were sent to prison for smashing shop windows in London have been liberated. They played the usual trick, after they got solitary confinement, of refusing food, and the Home Secretary, who is responsible for their safe custody, was advised by the prison doctor that it might endanger their lives to feed the ladies by the stomach pump methods. This is the second or third time the leaders of the militant brigade of suffragettes have played the hunger trick so as to secure their release.—Ex.

Record Revenue During Month of June.

Ottawa, June 30.—The customs returns for the month of June show another record increase. When all the figures are in they will show a gain of over two millions as compared with June of last year. This indicates an increase of over 25 per cent. in imports during the month. For the first quarter of the fiscal year the Dominion's revenue has increased by over seven millions, as compared with the corresponding period of last year.
During June no less than 67 new post offices were opened in Canada, the majority being in the Western Provinces to meet the needs of the rapid influx of settlers.—Ex.

History was made at Chicago last week. Out of the welter of disorder and schism there comes one outstanding fact, the Republican party is split in two, and the secessionists are the Progressives, whose protest is against the methods and policies of the Old Guard. This is the logical outcome of Col. Roosevelt's propaganda. So much momentum had been gained by the Progressive movement that, failing encouragement from President Taft, it had to set out under a new leader, and this naturally was Roosevelt. "If the people want a Progressive party I'll be in it," he said on Thursday. Two days later he was Presidential nominee of the seceding convention. It is not an ill-considered or precipitate action. He does not ask them to bind themselves. "Go home and talk to the folks about it" is his parting request.—Ex.

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