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ST. GEORGE, N. B., FRIDAY, MARCH 10, 1911

NO. 35.

AT. D. BASSEN'S

Time is moving fast. February is gone and March is here. The branch store we are to have in St. John will not be opened before May 1st. In the mean time capital is the main subject. And it must be raised.

Our Sale will Continue to March 15th. In the Mean Time

Preparations for spring and summer seasons are made right here at home.

We have engaged Miss Ada May Reynolds from Stellarton, N. S. as our milliner for the coming spring.

We intend to boom business more swiftly than ever before.

We bought large stocks of the first appearing styles in every line for ladies and gents. And by having a branch store in St. John, being handy to the business centers, we can give better attention to styles and novelties.

D. BASSEN'S

Carleton St., - St. George

A COSTLY RAILROAD.

Portland, Ore.—Construction of two hundred miles of Copper River & Northwestern Railway, on the coast of Alaska, to the Copper River mines, at a cost of \$2,000,000, meant overcoming of physical obstacles not often found in the railroad building, and besides the rigors of the climate had to be endured by the men employed. However, modern engineering skill triumphed, with the result that it has been completed, with the exception of a steel viaduct 1,300 feet long. When Skagway Railroad was built over the pass into the interior it was thought to have been the acme of engineering skill, but the line does not compare with the Copper River Railroad. The construction of the North Bank Railroad through the Columbia river gorge presented some of the difficulties engineers on the Copper River Railway met and overcame. But on the North Bank supplies were obtained easily, while the Copper River Railway was miles away from food and fuel base. First a depot was made at the fishing hamlet of Cordova, the cross-terminus of the railroad, as its basis of supplies. Then the supplies for the engineers were carried on the shoulders of men as the right of way was surveyed and marked along the river, which averaged in width from one mile to three hundred yards, and which is not navigable until Abercrombie Rapids have been passed. The railway follows the river closely for the entire route except within a short distance of the Copper River Mines, when it branches off to a small stream.

Extremely Dangerous Was Work. A. C. McNeel, of Portland, was engineer in charge of construction of five new steel bridges which carry the track across Copper River at the several points. C. N. McDonald, also a Portland man, was general foreman of bridge construction. E. G. Hawkins was chief engineer, H. A. Brown and A. O. Johnson assistants, and W. N. Bell, of Portland, formerly connected with the Southern Pacific Co., was chief draughtsman.

"When I went to Cordova, in 1909, said Mr. McNeel, "nine miles of the railroad had been built. Cordova the hamlet on the coast of Alaska, became the depot and the base of supplies. I doubt if any railroad in the United States ever was built under so great difficulties, and yet with so little loss of life, taking into consideration the nature of the undertaking and the physical difficulties that were to be overcome. While I was not connected with the building of the railroad, I was brought into contact with it as engineer in charge of bridge construction. The work of the engi-

neers who pushed their way into the interior over the trackless waste of mountains, icebergs, across moraines and moving glaciers, is a story of rare interest and tells something of the endurance and determination of the engineers and men who carried forward the work of clearing the right of way for the track and then constructed the roadbed itself. As the river is not navigable up to Miles Glacier, supplies used by the engineers' corps were taken in on the shoulders of men. We transported some supplies by boat. We loaded supplies on the barges and, with twenty or thirty men holding lines, we pushed up the river, the men with the lines often wading in the icy water. It was dangerous and tested the hardihood of the men as nothing else could have done.

The railway was built from Cordova and supplies were then shipped out as the tracks were laid. We had 800 men employed on an average, and 1,000 men most of the time. Men in my department of course, were of higher grade than the railroad laborers who laid the tracks, as they were men who worked on the bridges and were structural steel men drawn from different parts of the country.

Men Carried Supplies. The company had parts of a small steamer transported to Copper River from Valdez. This was used in the transportation business above Abercrombie Rapids. The river is dangerous and not navigable up to that point. I had one experience on the river in a small boat and I felt as we whirled through the current, threatened with destruction at every moment, that if I got out I should stay on shore afterward. The engineers who surveyed the line of the railway, of course, had to cross and recross the river many times in the course of their work.

We built five steel bridges of the heaviest character. The longest is the Miles Glacier Bridge, 1,530 feet long. The piers of this bridge were built, as were the bridge piers of the North Bank Railroad across the Columbia, at Portland, with compressed air. It was built in the face of the great Miles Glacier. Huge icebergs were swept across the bridge with tremendous force. While we were building the Miles Glacier bridge I stationed a watchman on the lookout for the ice mountains, and we kept out of their way.

The site of the bridge was located in the summer of 1907 by Assistant Bridge Engineer A. O. Johnson, who was sent there in 1908 to continue the meteorological collection of data, begun in 1907, and he also made a profile map of the river.

After consideration it was decided to use the spans 400 feet long. Solid icebergs fenders were constructed of concrete and railroad iron. In the piers of that bridge 16,146 yards of concrete were used, and the total weight of the steel used was 982,712 pounds. The conditions under which this bridge was built were severe. Sometimes the wind would attain a velocity of sixty and ninety miles an hour, and then no one could work. Often the temperature was 50 degrees below zero. Daylight lasted for four hours and we worked with lamps, putting in nine hours on the bridge. The blizzards frequently drove us indoors.

One of the interesting scenes on the route is the bridge over Kusplana Gorge. The centre span spans 238 feet above the water in the ravine below. The cantilever plan was used in this structure. The surroundings are the widest and the most picturesque imaginable. The other bridges ranged down to 525 feet. One bridge to be built will be 2,300 feet long. At present the track is laid over a temporary structure, which will go out in the spring.

Country Has Great Scenic Beauty.

While the Copper River Railroad was built for Commercial purposes, it bids fair to become one of the most popular in the world of tourists. Many tourists visited the line while we were at work. I do not know of a railroad of the same length that presents so great scenic attractions as this one does. The Railroad follows the bank of the Copper River from its delta to the copper mines, crossing and recrossing the river five times and skirting the stream.

The Empire's Gain.

The anniversary of Cronje's surrender at Paardeburg is cherished with just pride in Canada, for Canadians took a leading part in administering the "coup de grace" to the stubborn resistance which Cronje and his army had maintained for days after they had been overtaken and surrounded in their retreat from Kimberley. Cronje's surrender was a disaster to the Boer cause, for the loss of a capable commander and some four hundred men made prisoners of war was one which they could very ill afford. But if the Boers were beaten at Paardeburg they were assuredly not disgraced, and they may recall the 27th of February, 1900, with pride, so much less than the memory of February 27, 1881, the day of Majuba, justly kindles. And it is no more than is due to the memory of Cronje himself to say that the retreat from Kimberley is not less deserving of admiration than the defence of Magerfontein.

Britain sacrificed thousands of lives and huge sums of money to bring the Boers to terms. What has the conqueror gained by the conquest? What is there to show for all the expenditure of blood and treasure? By converting the "protected," "guaranteed," or "supervised" Boer republics into British colonies the Imperial authorities have increased their independence. The Imperial Government has renounced the right of intervening in the affairs of self-governing dominions, whether they are managing those affairs rightly or wrongly, especially Sir C. Lucas asserts, if they are managing them wrongly. In the course of the debates on South African federation last year Mr. Asquith declared that the opinion of Britain was almost unanimously opposed to the "color bar" on which the South Africans insisted. But, he went on to say, "the opinion of the British Government and the opinion of the British people must not be allowed to lead to any interference with a self-governing colony." British opinion was allowed to lead to interference with the Transvaal or South African Republic. The consequence of that interference is that now the Boer leaders and their allies in Cape Colony are the rulers of a united South Africa.

As we conclude, then, that Britain has gained nothing by her costly South African policy? No. Britain has gained South Africa for the Empire. Certainly the federation of Cape Colony and

Natal with the Transvaal and the Orange River State was neither expected nor intended by the Imperial Government, which allowed itself to be drawn into war with the Boer Republics in 1899. Even the concession of autonomy was to be delayed for a considerable time after the war had been brought to an end. But the only way of bringing good out of all the evil that had been wrought in South Africa was the way chosen by the Imperial authorities in 1906 and the years following. Held down under a repressive form of government the Transvaal and the Orange River State would have been foci of continual trouble, a double discredit to the Empire, if not a twofold danger. With the liberties they enjoy there is nothing to tempt them to secede. They would stand to gain nothing and to lose much by secession. And while they stand to profit by the Imperial connection, the Empire needs South Africa by reason of its serviceableness as a link between Britain and Canada on the one side and India and Australia on the other. The British people has acquired no territory, no gold mines, no tribute, no ascendancy in South Africa. But the policy of concession, illogical sequel to the South African war as it may appear, was the very course of action required if South Africa was to be kept where she could do most good.—Ter. Globe.

LORD'S COVE

The Orangen of this place entertained the Royal True Blue Lodge in the old church. Refreshments were served. Reading, speeches and singing were enjoyed by all.

While working in the woods Mesty Stewart had the misfortune to cut his leg.

Eugene Hatt is visiting relatives at this place.

G. A. and Wallace Lambert and Sydney Lord called on Mesty Stuart recently.

The Ladies of Court Illasha, I. O. F. intend holding an ice cream sale in the old church Saturday, all are invited to attend.

Mr. and Mrs. Merrill Stuart visited Mr. and Mrs. Mesty Stuart recently.

Messages prevailing here, Alonzo Greenlaw and Alver Stuart are both confined to the house with them.

John Stuart still continues very ill. Dr. Murray is in attendance.

Marcia Hatt and her mother Mrs. G. A. Lambert called on Mrs. Mesty Stuart recently.

Joseph Stuart called on his niece Mrs. C. A. Stuart recently.

CHIMPAN MEMORIAL HOSPITAL

Terms of Admission

The hospital is open to all applicants who present a certificate from a member of the Hospital Staff saying that their case is a suitable case for admission. Chronic cases, insane persons, or incurables, not admitted. Except in cases of emergency, application for admission must be made to the secretary, or other officer acting in his absence; and the regular form of admission must be filled and signed by some responsible person who will agree to take charge of the patient when discharged. Patients being out of town must submit to the secretary an application in writing, accompanied by a statement of their case from some responsible physician, and await an answer before presenting themselves at the hospital for admission. Patients will be admitted between the hours of 9 a. m., and 4 p. m., every day except Sundays and holidays; and in cases of emergency will be admitted at any time.

The fees for patients are ten dollars per week or upwards; but, in return for the county and town grants to the hospital, Charlotte county patients are admitted to the general ward at the rate of five dollars a week. Provision is made for a limited number of non-paying patients from parts of Charlotte county outside the incorporated towns, with the approval of the executive committee.

The need of contributions to the hospital funds is hindering the work at present, and there are patients waiting their turn for admission who are outy kept out for want of room.

J. VROOM, Secretary.
St. Stephen, N. B., March 1, 1911.

The Chair Didn't Move.

A request to the Mayor of Seattle, Wash., to assist her in finding her a good husband in the Far West from a writer; who described herself as Mrs. H. Arnold, a young widow, of 530 W. 113th street, resulted in the arrival of that address of more than 200 proposals of marriage during the last week. In her letter Mrs. Arnold said she was a "jolly good cook of both plain and fancy dishes."

The old Court and the New

Much as they loved King Edward, the English people recognize that a man of a very different type may be equally worthy of their affection. Edward VII. loved society for its own sake; it is no secret that George V. does not. Like his father, he is a keen sportsman and a hard worker but possesses less of that superfluous energy which made the late King throw himself with the same zest in to the social as into the more serious side of life.

Queen Mary is essentially a mother. It will perhaps be impossible for her to be as much in the public eye from a merely social point of view as was Queen Alexandra, who came to the throne when a more absorbing side of her domestic duties may be said to have been at an end. But it was as the devoted mother while Princess of Wales that Alexandra gained that deep hold on the affection of the English people which she has never lost.

As Queen and mother, Mary will probably follow in her footsteps. With the smarter element of society she may not be entirely popular, but that element is not important. This much is assured, that for one reason or another various well known, or at least much talked of people whose names were familiar at King Edward's court will not be seen at King Georges, and that some of them have already received plain intimation of the fact.—Exchange.

Four Thousand on the Ocean On way to Canada

Close to 4,000 passengers in five steamers are enroute to this port and will arrive during the next ten days. The exact number is 3,893 and of these 2,453 are now on two steamers, the Donaldson liner Saturnia, from Glasgow, with 238 cabin and 210 steerage, and the C. P. R. liner Lake Michigan with 795.

The C. P. R. liner Lake Champlain sailed from Liverpool on the 1st, with 142 cabin and 784 steerage. Allan liner Sardinian sailed from Havre on the 3rd, with sixty-one cabin and 222 steerage, and Allan liner Virginian sailed from Liverpool for St. John via Halifax on the 3rd, with 1,440-fifty-six saloon, 459 second cabin, and 925 steerage. A number of these latter, however, will be landed at Halifax. All indications point to the immigrant rush being on.—St. J. Times.

What would happen to Canada if the United States abolished its tariff on all Canadian goods? Would annexation at once follow? The Conservatives appear to hold that view. Theirs is a peculiar brand of loyalty.

The mere fact that disarmament was discussed in the German and French parliaments yesterday, and is the subject of correspondence between Great Britain and the United States is in itself a hopeful indication. The peace movement is slowly gaining force, because the burden of armament is becoming too heavy to bear.

C. P. R. Work on New Property As soon as Frost Permits

The C. P. R. will start the erection of their new warehouses on the recently acquired property at the head of the harbor, as soon as the frost is out of the ground. While some of the leases of the properties do not expire until May 1, it is not likely that the company will wait until then, but will push the work right ahead within a few weeks, so as to get an early start on the buildings, as they are anxious to get into their own warehouses where they will be better able to handle their freight than under the congested conditions in the I. C. R. sheds.

The growing business of the railway here has made the erection of new and larger sheds a necessity. The list of appropriations for work on the Atlantic division this year is unusually large and includes repairs, new bridges, sidings, replacing heavy rails in place of some now in use and generally putting the road and equipment in 1st class shape. —St. John Times.

THE FARM

The Value of Composts

(By Frank T. Shutt, M. A., Dominion Agricultural Chemist at Ottawa.)

It is on hygienic grounds that in towns and villages in which there is no provision for the collection of garbage the housewife is advised to consign to the furnace or kitchen range all the household refuse—vegetable and animal. While such a crematory system may be very satisfactory from the standpoint of effectually disposing of the material that might become objectionable, it is an unnecessarily wasteful one for the possessor of a garden. Potato peelings, cabbage and celeriac leaves—and indeed vegetable matter generally—bones, etc., etc., may all be utilized through the means of the compost heap in the production of much humus-forming material rich in the elements of plant food. In the building up of such a soil as is needed for the majority of our garden crops, humus is a most important constituent.

Physically, it serves to make the soil a comfortable anchoring and foraging ground for the plant's roots—warm, moist, open and mellow—chemically, it furnishes, by its further decay, much plant food in forms readily available for crop growth, and biologically it performs a most useful function in supporting the bacterial life that prepares or digests from the soils inert stores the elements needed for plant growth. Humus is the constituent that makes a loam rich, and it is a constituent that must be constantly supplied, especially to light soils, in which the waste through oxidation is necessarily heavy. The compost heap may, therefore, be a very valuable material for supplementing the annual dressing of organic manures which many gardeners find so desirable for the best results.

Earth is an excellent desiccant and by using a sufficiency to mix with an cover the refuse there need be nothing objectionable about the compost heap, which, for the best results should be kept moist (not wet) and occasionally turned over.

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