

MC2465 POOR DOCUMENT

THE GRANITE TOWN GREETINGS



Rub It In And The Pain Comes Out

Pains and aches will come to every household, and the prudent mother keeps a bottle of Father Morrissey's Liniment on hand to meet them.

Whether it's cuts or bruises, burns or frost-bites, chapped hands or chilblains, sprains or sore muscles, back ache, toothache, ear ache, rheumatism, sore throat or pain in the chest,

Father Morrissey's Liniment

gives prompt relief.

It "rubs in" quickly and thoroughly, going right to the seat of the pain. Scarcely a trace of it stays on the skin. That is one reason why it is so effective.

With a bottle of Father Morrissey's Liniment in the house you can save yourself and your family hours and hours of needless pain.

"There's a case in every drop,"
etc. a bottle at your Dealer's.

Father Morrissey Medicine Co. Ltd. Chatham, N.B.

BACHELORS NOT TO BLAME

A great controversy is raging again over the ancient question of taxing bachelors, but why should bachelors be taxed any more than old maids?

People grow hysterical over the declining marriage rate, and rail violently against men who will not take up on their shoulders the yoke of matrimony.

But is not there something wrong here? Are not the women more at fault than the men? Why, I have known a young woman to receive seven offers of marriage between the ages of 20 and 30, and she is a spinster today.

She had chances of marrying one or two of them very good, yet she refused every offer! For all that, her spinsterhood will be set down as a result of man being tardy in coming forward—man who prefers his freedom, his luxuries, and his leisure! That is the hard-luck. Man is blamed for not coming forward, while the blame should rest on the women.

The plain truth is this: Women in these times of ours, or, at any rate, a large majority of them, won't accept offers of marriage; they either spin them, and the idea of being in any way tied down is utterly repugnant to an ordinary woman of today.

Every man, when he reaches a certain age and is in receipt of a certain salary, proposes to some woman, and I do not believe there are exceptions or over-haives here. Men are only too anxious to marry, and all this shrieking about men being backward and refusing to wed, and so forth, is the veriest humbug.

But what on earth can a man do? Obviously, he cannot drag a woman to the altar, so, perforce, he is compelled to settle down to enjoy as best he may a bachelor's existence. And remember that it is not one woman only whom your average man proposes to; in many cases he tries a few ere he retires confused and disgusted at woman's reluctance to marry.

It is the merest claptrap to say that a woman, in these times, is ready to jump at any offer of marriage. She is not. Usually, she is extremely particular, and will not think of marriage unless she clearly sees that it will benefit and better her in every way.

Men cannot get wives in these days; for one young woman who is ready and willing to marry, there are half-a-dozen men ready to snap her up, so keen is the competition for the marrying girl. Still, the critics say that men won't marry, that they prefer bachelorhood—stuff and nonsense; not one man in a hundred does that for, frankly, every man wants to get married but usually cannot.

How people can support any movement which aims at the taxation of bachelors puzzles me; they cannot have examined the facts; had they done so they would understand that the bachelors are usually a bachelor against his own inclination.

Certainly, tax men who won't make an effort to get married—that is a different thing, but precious few would there be to tax. And, most certainly, tax any woman who, having received offers of marriage, has refused them all, granted that all else is equal. In that event a good sum would come to the revenue annually.

Undoubtedly, every bachelor is the hand-work of some woman, or women, and, doubtless, there are plenty of bachelors, from 40 years upwards, who would willingly pay taxation rather than marry after the rebuffs and insults they have received from women to whom they proposed.

Now, I know the sort of argument likely to be brought forward. If a young woman does not fancy any of the men who propose to her, is she not to tax them all? Quite right, but, in that event, don't say that men will not come forward, and don't propose to tax bachelors for the latter question.

No wonder widows, especially young ones, get married quite easily—the real secret lies in the fact that they are more easily talked round, and, having had a taste of matrimony they are usually quite ready to try another course. Accordingly, they give men a trifle of encouragement; they do not ladle out rebuffs and contemptuous remarks when a man comes to ask their hand in marriage.

But the ordinary girl of today, of from 20 to 25 years of age! She won't make much of a move toward the altar; she thinks that marriage is a bore and a humbug, and a condition which holds out no good prospects whatever.

Undoubtedly, it is the women who are responsible for our declining marriage rate; they, and not the men, are to blame, and the business woman is the greatest sinner amongst the sex, especially she who has attained to a salary of perhaps 28 shillings per week.

I have found it to be a fact that the woman who earns a salary of that kind will not wed on any account; and she who earns, say 30 shillings to 40 shillings per week, absolutely jeers at wedlock.

In short, the highly-salaried woman may be set down as a certain spinster—she is too comfortable ever to think of marriage; never would such as she consent to be tied down to the routine of ordinary household work.

If bachelors are to be taxed, tax spinsters, too, they are the greater offenders, if the truth be told.—Parson's.

Cause and Effect

"If you didn't smoke these expensive cigars, you might own your handsome office building."

"I do own your handsome office building. I didn't, I couldn't smoke these expensive cigars."—Ex.

Patten's Way is not Honorable

(New York Journal of Commerce)

If a dispatch to the Herald is to be relied upon, James A. Patten of the Chicago wheat "pitt" has been stung by criticism in newspapers and in the pulpit into utterances as ill-advised as that imputed years ago to W. H. Vanderbilt in regard to the public's concern in railroad management. He is reported as saying, "I don't care what the newspapers say, there is no corner. I don't care what a lot of sensation-seeking preachers say, I don't care what the state legislature does. I am in this deal to make money. I have never denied it. It is not my fault that the crop is short and the demand high! Those are the things that make the price, not what I say or do."

"Nobody suspected Mr. Patten of being 'in the deal' for his health or for any other purpose than to make money, and nobody has blamed him, because the crop is short and the demand high, so far as that may be the fact and the cause of the price. But he ought not to get excited and talk in that defiant way, because his manner of making money, however he may protest that there is no corner, and that what he says or does does not make the price is in bad repute and is considered by many people as little better than robbing the poor."

If the crop is short, or if the available supply or wheat for the market is unusually restricted, buying up millions of bushels and holding it for an advance may not be getting up a corner exactly, but it is using the advantage of a large bank account, much credit and cheap money to make that advance decidedly greater than it would otherwise be, at least for a time. If price is determined by supply and demand and one person can get possession or control of a large supply, what he does makes the price for the time being, and if he manipulates sales skillfully and no unexpected addition to supply appears he may make much money, but where does it come from?

If, as has been reported Patten and his clique have made \$5,000,000 to \$8,000,000 in a few weeks it has come from somewhere. Somebody has earned it; he and his crowd have not. They have made millions pay more for wheat before they could get more for flour, and to lose some of the money they win. They have made bakers pay more for flour before they could get more for bread and so contribute to their gains. Finally the loaf of bread costs more and the mites of the poor begin to be drawn to the empty places which their suction has produced.

Nobody gets money without earning it unless by some device that takes the earnings of others without rendering an equivalent in service or benefit. The bull speculator may say that the price would have been adjusted to the higher level any way, and the paying more for flour and for bread would have had to come. Perhaps so, but the gradual and normal adjustment would have been more equitable and less painful. The gains and losses would have been gradually and widely diffused and gone to those to whom they fairly belonged. When the powerful and unscrupulous speculator intervenes to hasten and manipulate the process by the control of money and credit and the machinery of the market, he is grabbing what belongs to others and aggravating such losses as might have been inevitable in attenuated form. His way of making money is not honorable and ought not to be reputable, and it would be more prudent for him not to say "I don't care" or "the public be damned."

The intelligent printer got his work in on a clergyman's sermon in the St. Petersburg Independent. This is the way the type put it. "The mind blameth where it pleaseth, and thou hearest the sound thereof, but canst not tell whence it cometh and whither it goeth." Of course, what the reverend gentleman quoted was, "The wind bloweth where it listeth." But after all the printer was not so far wrong in intimating that some people's minds blame where they blame please.—Miami Morning News-Record.

TIME TABLE

New Brunswick Southern Railway.

TIME TABLE No. 32.
In effect January 3rd, 1909
Atlantic Time

Trains West	Read Down Stations	Trains East	Read Up Stations
Train No. 1	Train No. 2	Train No. 1	Train No. 2
Leave A.M.	Arr. P.M.	Leave A.M.	Arr. P.M.
7:30	St. John East Ferry	5:40	St. John West
7:45	St. John West	5:30	Duck Cove
7:53	Duck Cove	5:15	Spruce Lake
8:08	Spruce Lake	5:13	Allan Cot
8:19	Allan Cot	4:58	Prince of Wales
8:25	Prince of Wales	4:48	Musquash
8:35	Musquash	4:25	Lepraux
9:09	Lepraux	4:10	New River
9:15	New River	4:01	Pocologan
9:23	Pocologan	4:01	Pennfield
9:41	Pennfield	3:44	St. George
10:15	St. George	2:56	Bonny River
10:32	Bonny River	2:30	Dyer's
10:58	Dyer's	2:10	Cassell's
11:11	Cassell's	2:13	C.R. Junction
11:17	C.R. Junction	1:48	Oak Bay
11:42	Oak Bay	1:30	St. Stephen
12:00	St. Stephen		

Arr. Noon Leave P.M.

Trains run daily, Sunday excepted. Ticket, Baggage and Freight Offices, St. John West. Railroad connections West with Canadian Pacific and Washington Co. Railways.

East with Canadian Pacific, Intercolonial & Dominion Atlantic Rys. HUGH H. McLEAN, President. St. John, N. B., Dec. 1908

INTERCOLONIAL RAILWAY

On and after SUNDAY, Jan. 10th, 1909, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.	
No. 6, Mixed for Moncton, (leaves Island Yard)	6:30
No. 2, Express for Halifax, Campbellton, Point du Chene and Pictou	7:00
No. 26, Express for Point du Chene, Halifax and Pictou	7:40
No. 4, Mixed for Moncton	13:13
No. 8, Express for Sussex	17:13
No. 138, Suburban for Moncton	18:13
No. 134, Express for Quebec and Montreal, via Moncton	19:00
No. 10, Express for Moncton, the Sydney, Halifax and Pictou	23:25

TRAINS ARRIVE AT ST. JOHN.

No. 9, Express from Halifax, and Moncton	6:30
No. 135, Suburban Express from Moncton	7:50
No. 7, Express from Sussex	9:00
No. 133, Express from Moncton, Quebec, and Pt. du Chene	13:45
No. 5, Mixed from Moncton, (arrives at Island Yard)	16:00
No. 25, Express from Halifax, Pictou, Point du Chene, and Campbellton	17:35
No. 1, Express from Moncton and Truro	21:20
No. 11, Mixed from Moncton (arrives at Island Yard daily)	4:00

All trains run by Atlantic Standard Time (twenty-four hour notation) 24:00 o'clock is midnight.

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Stateroom \$1.00

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L. R. THOMPSON, Trav. Pass. Agent. W. G. Lee, C.E. LARCHELIER, Asst. Agent, St. John, N. B.

Deer Island and Campobello Service

Stmr. "Viking"

June 1st to October 1st, 1908.

Will leave Black's Harbor, Mondays and Thursdays at 7 a.m.; Saturdays at 6 a.m. for St. Stephen.

Returning leave St. Stephen (Public Wharf) Tuesday and Friday mornings and Saturday afternoons.

Touching at Little Mondays and Tuesdays and during June and August on Saturdays.

Touching at Back Bay Thursdays and Fridays and during July and September on Saturdays.

J. W. RICHARDSON, Manager

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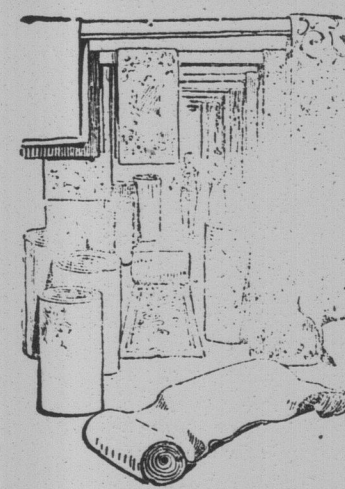
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