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Speed Crazy

In the March issue of "American Medicine," New York, there is an article which is capable of a much wider application than it was intended to have. "The American people are speed crazy," says the magazine. "In the effort to meet the hysterical desire of the travelling public to reach its destination with least delay, train after train is being run at the most dangerous speed. With increase of weight and size of modern coaches, and the development of longer and heavier trains it has been necessary to build larger and larger locomotives." The general statement is as applicable to the great steamships as to the large locomotives. Declaring that it is a national disgrace that a premium should be placed by the American people on speed and haste when it is known that they entail a great waste in life and limb, American Medicine asserts that "we cannot hope to achieve true greatness as a nation until we have learned to cherish human life more dearly." Of course there are other nations to which the rebuke given may apply as well to the American, and there are other services than that of the railroad to which the criticism is quite applicable. We are all reading with painful interest the newspaper reports of evidence as to whether a little better assistance may be given by this passing steamer or the other to the unfortunate Titanic, but back of what may be discovered as to the doings of this particular or that particular ship, we are conscious of the fact that speed demanded by the travelling world, and unreasonably demanded, was the great cause of the disaster. Almost everything that the New York medical paper says in rebuke of the dangers and evils which result from the demand of the American people for speed on railroads can be applied to the desire for speed on the seas. -St. J. Globe.

Big Timberland Deal

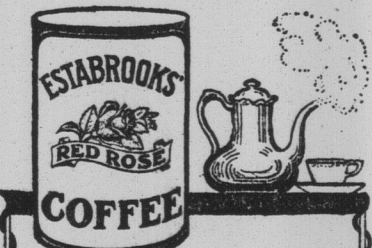
One of the largest lumber deals that have taken place in Canada for several years was that just reported at Quebec when the St. Maurice Lumber Co., a subsidiary company of the Berlin Mills Co., of Portland, purchased hundreds of square miles of timber lands covered with virgin spruce. The deal was consummated by W. R. Brown, manager of the St. Maurice Co.

The momentary consideration is not announced, but it is stated that it will amount to many thousands of dollars. Other deals are contemplated and no doubt will be consummated within a few days. The purchase includes the limits of several of the large timber land owners in Canada. The purchase means that the Berlin Co. is now insured a practically inexhaustible timber and pulp supply for the immense mills at Berlin, N. H., and at La Tuque, P. Q.

The Berlin Mills Co. owns a large mill at La Tuque, which has been in operation

for a comparatively short time. It also owns the Burgess Sulphite Fibre Co., at Berlin, which is the largest producer of sulphite pulp in the world, producing over 400 tons daily, and two paper mills at Berlin, running four of the largest machines in the world.

The timber will be floated down the numerous rivers that pass through the timber limits to a point where it can be sawed into lengths suitable for loading cars for shipment to Berlin, with the exception of that which will be used at its present and contemplated mills in Canada.



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More Wireless Operators.

One very important fact brought out in connection with the Titanic disaster is that by far the greater number of ships equipped with "wireless" carry only one operator. A statement from London says that of 450 British ships equipped with the apparatus, only fifty have two operators. Thus only fifty can send and receive messages throughout the day and night.

This amounts to saying that the best life-saving appliance of the average ocean going steamship is not available for use at least half the time. In the hour of emergency, when another vessel is in distress, it is likely to be out of service and the operator is dead.

It was only by accident that the wireless operator on the Carpathia heard the Titanic's call, for that might he had remained at work later than his regular tour and

was about to turn in. The one wireless operator on the Californian, eighteen miles away, was taking a nap, after being on duty fourteen hours, and the ship did not know of the Titanic accident until many hours later. The Parisian missed the Titanic's message because its operator was off duty. On so weak a thread hang the chances of relief of the fated ship's passengers and crew.

There should be no more of this negligent police on the part of the steamship people. The added cost of providing for wireless shifts night and day is trifling. But the cost is the last consideration to be taken into account. -Ex.

CONFESSIONS OF A HUSBAND

How a Man Who Married for Money Was for Years Kept in Pocket Money By His Wife - Who Held a Tight Hold on the Cash.

I married for money, and now I wish I hadn't. I was a bank-clerk, when a wealthy customer - a widow - took a fancy to me. She invited me to various social functions at her house, and before long I knew that I had only to propose to be accepted. I didn't hesitate. While I was not in the least bit in love with Mrs. - I liked her, and foresaw a pleasant existence as the master of some thousands a year, a cozy house in town, and a nice place in the country.

At least, I fancied I was going to be the master of all these good things; but that was where I made the mistake.

Naturally, I resigned from the bank - indeed, my fiancée insisted on my doing so - and this seemed a favourable opportunity for hinting that I should require some money for my own personal use. The answer was satisfactory in a way. Didn't I know that all she had was mine? That sounded all right; but alas, her lawyers took precious good care that not a single penny of her money did really become mine!

There may be cases of rich women marrying poor men, and making them independent for life by handing them over a lump sum, but I can only say that I have yet to hear of an authentic instance. As it is, I receive an allowance of \$1500 a year, but it is absolutely at my wife's pleasure.

Well, you may say, \$1500 a year pocket-money, the "run of my death" in a comfortable, even a luxurious home, motor-cars, hunters, what have I to grumble at? But I am no longer a bank-clerk on \$650 a year. I have developed expensive tastes. I am thrown with men who spend \$1500 a year and more on their clothes.

True, my wife pays my tailors' and other bills, and makes me handsome presents from time to time. Practically, however, I am harder up than ever I was as a bank-clerk.

We do not get on at all badly, my wife and I, but there are times when my position is almost intolerable, and I wish I were back at my desk, a free man, not ashamed to face other men.

If we hit it off pretty well together, occasional tiffs are inevitable, and it is then that my wife is apt to remind me that it is she who holds the purse-strings. And, one way or another, I am always being reminded of this disagreeable fact. If a man wants to sell me a horse, I cannot say, "Yes" until I have asked my wife. If we subscribe to anything, the subscription appears in her name or jointly with mine.

The servants treat me with veiled insolence, for they know my true position as well as I do.

A Wife Keeps the Keys

In a recent lawsuit between a rich wife and a poor husband it was shown that she kept the keys of the wine-cellar, and every time her "lord and master" wanted a bottle of wine, he had to ask his wife for the keys. My wife does not put such an indignity on me as that; but still we are not king and queen, but queen and prince-consort, and in the end, practically everything connected with the house has to be referred to her.

I have met a good many other rich women's husbands, and I don't know one who is really happy. Often they take to drink to drown their feelings of self-contempt. Sometimes, kept short of ready-money, they get it by forging their wives' names to bills and cheques.

I am talking, of course, of men who like myself, are absolutely dependent on their wives. I don't say that rich women should only marry rich men; but unless a man can maintain himself independent of his wife, then his position is at best invidious, while it is often little short of intolerable.

Was 112 Years Old.

Remarkable Figure Disappears From the Court Life of Turkey.

Constantinople, April 26-A remarkable figure has disappeared from the court life of the padishah and khaliq by the death of Redjeb, he began his services at the court in 1839, soon after the ascension of Sultan Abdul Medjid. He was such a faithful and able servant; and so exceedingly witty withal, that he became the favorite of his master, who bestowed upon him every possible favor-money, rank, houses, &c. Redjeb soon found himself enormously rich. This, however, never made him proud or overbearing, and he continued to enjoy the good will and admiration of all at court and outside of it.

When the splendor-loving Abdul Aziz became padishah in 1861, Redjeb was promoted to the high rank of a "lala" (tutor) to Prince Murad, who ascended the throne as Sultan Murad V in 1876.

Lala Redjeb continued to acquire riches and favors, and he possessed letters of approbation and gratitude from all three Sultans. Many a charming story is told of his cunning, shrewdness and generosity.

But "Red" Abdul Hamid came to the throne, and all was changed in the twinkling of an eye. Abdul was jealous of his riches, of his influence, of the admiration everybody paid him, and he imprisoned him. For many years the innocent lala was kept detained in a special cell at Yildiz Kiosk. Redjeb was released only with the advent of the constitution. He did not survive long, as the privations of his incarceration were too many and too severe for the old man. He died at the age of 112 years.

Edward S. Gilmour.

Edward S. Gilmour of Fredericton passed away, at Victoria Public Hospital on April 15 after a brief illness leaving to mourn their loss a widow and two daughters, the Misses Kathleen and Lou Gilmour all residing at Fredericton. One brother George of Esraeleon and seven sisters, Mrs. Scott, Mrs. Banks, Mrs. Foss, Mrs. Lindsay and Mrs. Milbury all residing in Carleton County and Mrs. Johnston of Vancouver also survive.

The funeral took place from the late residence of the deceased, Regent Street, where service was conducted by the Rev. J. E. Wilson. Interment was made at the Rural Cemetery. The funeral was under the auspices of the Independent Order of Foresters.

The deceased was a native of St. George, Charlotte County but for many years had resided in Carleton county where he had been engaged in lumbering and milling. He removed to Fredericton about two years ago. Through out his lifetime he was a stalwart mem-

Cheap Fuel at Door of Moncton

Only a few miles out from Moncton on the Grand Trunk Pacific Railway, there are vast deposits of peat in extraordinary thickness. The bog can be easily drained and the peat easily dried and turned into fuel. The certain diminution of the coal supply at a comparatively early date, combined with its increase in cost together with the certainty that the lumber areas are being denuded, will before long make these deposits of great commercial value.

It is true that peat is a low grade of fuel compared with coal, but scientific-

ly prepared for the market, its value is great compared with its cost. Peat ordinarily contains 10 per cent. of combustible matter and 90 per cent. of powder and waste. The color of peat varies from brown to black, but that in the immediate vicinity of Moncton is black.

The Dominion government has established elsewhere, an experimental station to try out the possibilities of peat as fuel. The early colonists along the New England coasts prior to the discovery of anthracite, made general use of peat as fuel, and in Massachusetts and Rhode Island abandoned peat hogs may be seen in the United States there are known to be peat deposits with an aggregate of nearly thirteen billion tons of peat, and having a momentary value of about \$38,000,000.

Peat may be prepared as air dried slightly compressed blocks at an expense of from seventy five cents to \$1.50 per ton, dependent, of course, upon conditions. Peat is easily prepared for the market by labor under the direction of any farmer, who has peat upon his land.

Its employment as fuel by no means exhausts its usefulness. In Denmark, as well as other countries alcohol for industrial purposes is being extracted from peat, also ammonia, brown dyes and tanning materials. The farmer will also find it to be a cheap fertilizer for partially exhausted land.

Very few people are aware of the extensive character of the peat deposits right at Moncton's door, between here and the Canaan River.

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TWO GREAT JUMPS.
Tom—I see you are wearing two medals. What is the smaller one for?
Dick—Jumping over Niagara.
Tom—And what is the larger one for?
Dick—Jumping back.

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