

The Granite Town Greetings

VOL. 5

St. George, N. B., Wednesday November 17th, 1909.

No. 72

THE COOL DAYS OF AUTUMN DEMAND CONSIDERABLE PREPARATION IN THE LINE OF SUITABLE CLOTHING

We are showing Ladies Coats in the latest styles, New Dress Skirts, An entirely new line of Shirtwaists Nothing left over from last year. All new waists.

How about your UNDERWEAR? Examine ours before purchasing.

We take the lead in black sateen petticoats in price and quality.

Cord Ruching for the neck in white, blue, pink, violet and gold. Crepe paper Mantle Draperies in odd designs BOOTS, SHOES and RUBBERS

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St. George, N. B.

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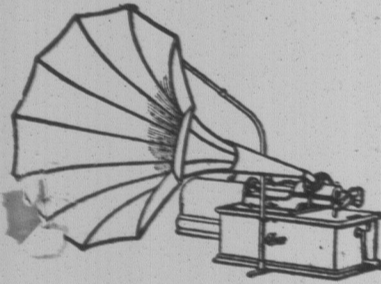
Your MEATS bought at one of GOVE'S CASH STORES at a saving of 2c. per lb. ought to interest you.

Try my stores at either EASTPORT, PERRY or CALAIS for bargains in GROCERIES, etc.

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NEW JEWELRY

Just received a very neat line of watches, fobs, wristlets, brooches, scarf pins, belt pins, etc. Prices are very reasonable. Call in and look them over whether you intend buying or not.



EDISON PHONOGRAPHS

AND 2 AND 4

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All modern methods taught, Business men supplied with office help on application. Free catalog.

M. T. CRABBE, Prin., St. Stephen, N. B.

Labor Leaders will Appeal

Toronto, Nov. 9.—The report of the executive committee of the American Federation of Labor, read at the convention this morning, deals at great length with the decision of the courts in condemning Gompers, Mitchell and Morrison to terms in jail for contempt of court.

"We recommend that an appeal be taken from the decision rendered in both the original injunctions, as well as the contempt case growing out of it. We cannot permit these decisions to go unchallenged. They affect the fundamental rights and either the courts or congress must safeguard them."

"We again enter our protest against the application of a writ of injunction in labor disputes—unless where an injunction would lie if there were no labor dispute."

"We hold that use of an injunction writ in a contention between workers and employers is an unwarranted extension of the equity power of the court and interference with the rights and liberties, especially when they are in a struggle for improved

working conditions. "It is a fact, however, that such injunctions are issued."

The executive expresses the opinion that had Gompers, Mitchell and Morrison been accorded a trial by a jury of their peers they would not have been convicted of contempt of court.

The executive expresses in its report a plan of enrolling the army of workers in the United States into an old age pension army which might be formed under the states and have the government pay pensions to workers over 65 years of age who have been twenty-five years in the United States. This was referred to a committee that will report later on the subject.

The executive also recommended continuing for another year the committee on industrial education. The latter committee urged having industrial education for children between fourteen and sixteen years of age, in the belief that that action would keep the children in school longer and prepare them to take a training in some special branch.

Seventeen Drowned as

Result of Collision

New York, Nov. 9.—Related news of a disaster at sea in which six lives were lost, was brought to New York today. Six of the crew of the barkentine John S. Bennett, bound from New York to Halifax with a cargo of coal were drowned early on Monday morning when she was sunk in collision off Block Island with a four-masted schooner supposed to be the Merrill C. Hart of Thomaston, Me. The schooner is also believed to have been lost, together with all her crew, but how many men she carried is not known here.

Wreckage bearing the name of the Merrill C. Hart floated ashore near the scene of the collision today. The Bennett was owned by A. W. Hendy & Son, Liverpool, N. S.

Meagre details of the disaster were brought here today by Captain Bullock of the schooner William Jones, which picked up two Filipino sailors, members of the Bennett's crew, which numbered eight men in all, consisting of Captain Jones Frith, of Lockport, N. S., first mate Hadley and second mate Obrey Gehlert both of Lockport; Daniel Stout, the cook, and two seamen besides the two rescued men.

Captain Bullock said that on Monday morning at one o'clock as he was passing Block Island, he made out a vessel's lights nearby. He approached close enough to speak to her, and her captain hailed him and asked for assistance, calling out that his vessel which was a barkentine had been in collision, and was sinking.

Bullock immediately came about and made ready to get out a boat to go to the rescue of the barkentine. Before the boat could be put over, however, the barkentine had vanished beneath the surface.

When the William Jones' boat reached the spot where the barkentine had sunk, some fifty of wreckage were all that could be seen. But nearby the searchers came across the two Filipinos, clinging to a small boat. Both were picked up. Practically nothing could be learned from them for they spoke no English. The search was continued in the vicinity, but no trace of any other survivors of the wreck could be discovered. In the dim light of the early morning the surface of the ocean nearby could not well be made out, but within the radius of vision there were no other vessels to be seen.

The William Jones, which was bound from Stockton Springs, Maine, for New York, with a cargo of lumber, made a quick trip down and reached New York today when the rescued Filipinos were taken to an interpreter it soon developed that they were members of the crew of the barkentine John S. Bennett. They were later recognized as forming part of the Bennett's crew by the shipping master, who shipped them from this port.

The Filipinos told the interpreter that the vessel which was in collision with the Bennett was a four masted schooner. She had sunk, they said, soon after the vessels collided.

WASHES UP WRECKAGE

Block Island, R. I., Nov. 9.—Although the sea today washed upon both shores of Block Island some evidences of a disaster to the schooner Merrill C. Hart, in the shape of wreckage bearing that name it had given up none of its eleven dead tonight. As far as it was possible to distinguish here, all the wreckage was that of the schooners. There were no signs of the British barkentine John S. Bennett which was in collision with the Hart, as reported from New York. The schooner which has been in regular service between Maine and other coastwise ports, for 43 years, clearly suffered most of the encounter, her parts coming ashore in fragments.

The schooner Merrill C. Hart, which was bound from Thomaston, Maine, for New York with a cargo of stone, carried a crew of five men, including Capt. Chas. C. Boyles of Tennant's Harbor, Maine.

The other four members of the crew were Chas. Ramill, Swan's Island, Maine, cook; Alfred A. Braum, Adolph Anderson and Alfred Tor, seamen. The two former were Swedes, and the latter a native of Finland.

The Schooner Merrill C. Hart was built in Bristol Me., in 1886, and sailed from Thomaston Maine. She registered 182 net tonnage, was 97.9 feet long, 26.7 in breadth, and 12 feet in depth. Her owners are Pann and Elliott, of Thomaston.

The barkentine John S. Bennett was a comparatively new vessel. She was built and owned in Liverpool, N. S., her owners being L. W. Hendry. Of wooden construction, she was sheathed with copper. The John S. Bennett registered 299 tons, net.

The Pulp Industry of St. George

(Written by one of the pupils of Grade X., St. George School.)

One of the chief manufacturing concerns of St. George is the Pulp Co. Their mills are situated below the lower falls of the Magalloway River.

The immense power for generating electricity and running the pulp mill is taken from the above falls, the head of water being 43 ft.

Both the pulp and wood mills are built of brick and steel and are strong substantial buildings. The mills are lighted throughout by electricity generated on the premises.

This industry gives employment to a large number of men, from the time the logs are cut in the winter and hauled to the streams and from there in the spring driven to the mill, where it is manufactured into pulp and then carried by ship to their paper mills in the United States.

The product of the mills is mechanical pulp and the process of making it from the raw material is quite interesting.

First the logs are taken into the wood mill by an endless chain and sawed into blocks of about 2 ft. in length, which are then taken to a machine and the bark taken off. The blocks are then conveyed by a water slide-way to the pulp mill about one hundred yards distant. They are there put on racks and soaked by friction gear and taken to the grinders, which are large revolving stones against which the blocks are held by a heavy pressure and are ground into pulp. This ground pulp by other processes is taken to the wet machines, where it is rolled into sheets, which are cut off, folded, placed on a belt and taken to the hydraulic presses and about 50 per cent. of the water taken out of them. From the presses they are taken to the weighing machines where they are weighed and tied into bales of about 100 lbs. each. They are then ready for shipment.

The Wreck of the Hestia

Campobello N. B. Nov. 10th, 1909 To the Editor Granite Town Greetings, St. George, N. B.

There has been considerable discussion through the columns of the press of the loss of the steamer Hestia on the Old Proprietor Ledge and with your kind permission would like to say a word about the matter. In the first place no stranger or Captain not acquainted should ever attempt to come the South channel and there is no reason why he should do so as there are good soundings on the North channel. During my 50 years of piloting vessels around the Bay of Fundy, I have known 10 cases of accidents similar to that of the Hestia and in judgement any of these accidents could have been avoided had they come the North channel as they should have done as there has never been a loss of a vessel up the North channel. Thanking you for your valuable space.

I am Sir Very truly yours Joseph Boyd Pilot.

Miss McGrattan Leads This Week

The Winner will not be Decided Until Contest Closes

THE LOWEST CANDIDATE MAY COME UP WITH A RUSH

Miss McGrattan has a slight lead in moment of the contest. Two years the contest this week, but it is hard to tell who will forge to the front as the votes, three years three hundred votes contest goes on. It is the enthusiastic and so on. During the contest Greetings worker that will win out. New subscribers will be sent to any address for all dollars count, but a lot of renewals can be a year. If you are in town call at Grant secured by a little effort. That Monarch & Martin's and see the prizes. Put forth Range and Singer Machine are worthy your best efforts and win one of these of a little work. Start in now to win prizes that will adorn any home. It is Get to work and work hard until the last years if you Get Busy.

Table with names and vote counts: Florence Giles 2400, Mollo McGrattan 2800, R. A. Cross 1050, Lila B. Kinney 400, Laura Dadds 965, W. A. Holland 2900, Miss A. Eldridge 300, Lillian Lambert 200, E. M. Fisher 150, Richard English 100.

The 25th Anniversary of Red Granite Division No. 270

An Interesting Program Carried Out

The 25th anniversary of Red Granite Division 270 Sons of Temperance was celebrated in O'Brien & Gillmor's hall on Wednesday, Nov. 10.

This Division was organized Nov. 6, 1884, with a charter membership of 47. Eighteen of these are now living in other lands. Fifteen are still residing in St. George and fourteen have gone the way of all living having completed their work here. But three of those who assisted in its organization are now active members of the Division. An invitation was extended to all charter members to be present at the anniversary meeting, quite a number responded. One pleasing feature of the meeting was the initiation of six candidates.

The following programme was successfully carried out. Speech, H. V. Dewar. Recitation, An inventors wife, Blanche McKay. Duett, In the shadow of the pines, Ida Spear, Laura Brown.

Address of welcome, Worthy Patriarch, Stewart McAdam. Speech, Charles Johnson. Instrumental Duett, Edna O'Brien, James Watt.

Speech, (representing Clatham Div. 6 the pioneer temperance organization of St. George,) Jas. O'Brien. Remarks, Hector McKenzie. Speech, Fred Gillmor Second Falls Division. Remarks, William Seelye. Intermission.

Speech, Mr. Lord. Reading, Difficult Love Letters, Mabel Messerdt. Remarks, E. D. Harvey. Song, When the Sunset turns the Oceans blue to gold, S. McAdam. During intermission sandwiches, cake and coffee were served by a committee appointed for that purpose under the supervision of Mrs. Abram Cross.

Red Granite has twice suspended work during the 25 years, first in September, 1899, but was reorganized again in 1899, but only lasted a few months and in October 1900 it again gave up active work and remained dormant until November, 4, 1908 when with the assistance of G. W. P. Hennigar and G. W. A. Sullivan it was again reorganized with a membership of 86 which has since been increased to 164 the largest Division in New Brunswick. The anniversary exercises were much enjoyed and it is to be hoped that the society will continue to do the good work which it has now in hand.

CORRESPONDENCE

Mr. Editor:

I notice in the Telegraph, that our school board intends to introduce manual training and domestic science into our town school. Now, I believe our school board is desirous of doing its best in school improvements, but it is going too fast in the present instance, and this can be shown if the matter is gone into carefully. It might be shown that there are too many subjects taught in the public schools, for the benefit of the average scholar. The present curriculum is so formed that it prepares the student for college, instead of the practical needs of the average life. Too many "frills" at the expense of the three R's, and a good knowledge of English literature, is a feature of our present system.

I understand it was stated by one of the gentlemen sent here that Canadian are deficient in technical training, yet nearly every college in Canada has taken up the work, so much so, that there are more schools than scholars to fill them. It is worthy of note that technical schools do very little towards manual training until the third or fourth year, devoting the first two years to English and mathematics. Another objection is the cost. We owe some five thousand dollars on our school building, and are paying large salaries, to this we are going to add another teacher's salary and cost of equipment for the building. Under these conditions, Mr. Editor, we better stop and consider these matters. My opinion is that the people have about reached the limit, and will not stand for any more unnecessary expense.

L. R.

The Debating Club met in Cont's hall Monday evening and enjoyed a banquet, as guests of Dr. C. C. Alexander and Mr. H. R. Lawrence, two of the clubs prominent members. President Lawrence presided and in a pithy speech announced the opening of the campaign. The evening was pleasantly passed and the elaborate preparations made to entertain the members of the club, testified the great interest taken by the two members in having such an auspicious opening. Good feeling, good speeches good music and a royal good time was the unanimous verdict of everyone present. At a business meeting the following officers were elected for the ensuing year:--

H. R. Lawrence, President. Edward McGrattan Vice President. A. C. Toy Secretary Treasurer.

Messrs. A. C. Gillmor, Timothy O'Brien Jr., Dr. E. M. Wilson, P. H. Gillmor and G. S. Lord were enrolled as new members. The subject chosen for discussion next meeting was, resolved-- That Manual training and domestic science, taught in St. George schools, would be beneficial. Dr. Taylor leads the forces on the affirmative, and Dr. Alexander the negative. The club will meet once a week--Monday evenings.