

MC2465 POOR DOCUMENT

THE GRANITE TOWN GREETINGS

A Richfield School Teacher

Once a Dyspeptic—Now Well.
Thanks to Father Morrisey's No. 11.

Richfield, N. B., Nov. 17th 1908.
Father Morrisey, Med. Co., Ltd.

I have been teaching school for upwards of thirty years, during the last twenty-five of which I have suffered seriously with stomach trouble, indigestion and dyspepsia.

I have tried all my remedies, and while I would get temporary relief from some of them, yet the old trouble would return, and with it the sufferings only known to the chronic dyspeptic.

Last year I had made up my mind to abandon my profession, feeling that in my condition I could neither do justice to myself or to the many pupils under my charge. A friend suggested to me that I try Father Morrisey's No. 11 Stomach Tablets. I did so, and have continued to use them with the result that my stomach trouble is cured—my indigestion and dyspepsia gone and I feel as well as I ever did.

I have, thanks to the Tablets, been able to continue in my profession, and feel that I am once more enjoying my work and am able to give justice to the fifty-five pupils under my care.

Yours Gratefully,
(Signed) MARY CHRYSTAL.

Are you one of the many thousands who, like Miss Chrystal, are prevented from doing their best work, or really enjoying life, by stomach trouble?

If you are not assured of better health, she did—like Father Morrisey's No. 11 Tablets.

Each No. 11 Tablet, when dissolved in the stomach, will digest 14 pounds of food—a good, hearty meal—so that no matter how weak your stomach may be, No. 11 Tablets will enable you to get the nourishment out of your food and build up your strength, while the stomach, thus relieved, recovers its vigor. Get a box at your dealer's or from the Father Morrisey Medicine Co., Ltd.,

THE CZAR AND THE JEWS.

Some Interesting Statements on the Subject.

(Denver News.)

The Czar is friendly toward the Jews as far as his person and his court are concerned. He has manifested this quite often. He has welcomed the late Baron and Baroness Alphonse de Rothschild and others of that family at the court of St. Petersburg, bestowing upon the baron the highest of his decorations. He has accorded the right to appear at his court to Countess Witte, wife of the noted statesman, although she is a Jewess of humble origin.

He has likewise conferred not only high offices and dignities, but hereditary

nobility upon a Jewish banker by the name of Dubson, who began life as a peddler at Warsaw, but who to-day is a member of the council of the Imperial treasury, and the principal financial magnate of St. Petersburg, and a man upon whose advice in economic matters the emperor reposes the greatest trust.

Then there is the case of Baron Horace Gumburg, whose funeral was attended by a number of members of the imperial family. This man although a Jew of the most orthodox type, was not only a Knight of the Grand Cross of the Order of St. Stanislaus, but also possessed the grand cordon of the infinitely more important order of St. Anna, and which ipso facto endowed him with hereditary seat in the house of nobles.

When Baron Gumburg celebrated his golden wedding most of the members of the imperial family, all the principal dignitaries of the old feudal Muscovite nobility in person tendered the pair their felicitations.

It was through the intervention of Baron Gumburg with Alexander II that all obstacles were removed to the erection of the magnificent synagogue at St. Petersburg, one of the finest buildings of the capital on the Neva. Both Alexander and the imperial treasury, at the instance, subscribed thereto. When in London Baron Gumburg and his aged wife were presented to King Edward and Queen Alexandra by the Russian ambassador and ambassadors. The present head of the family is his only son, Baron David Gumburg, a distinguished Orientalist.

One of the most hospitable and brilliant salons of St. Petersburg until a few years ago was that of Mme. Polozoff, wife of the multi-millionaire statesman and senator of that name, who bore the title of secretary of the emperors. Yet Mme. Polozoff, of whom a description will be found in Lady Randolph Churchill's "Reminiscences," was a Jewish foundling, left on the doorstep of the late Baron Stieglitz, one of the great Jewish bankers of St. Petersburg, and who, being childless, had adopted her and made her the heiress of all his wealth.

She repeatedly entertained the late Emperor and his consort, and the pre-

sent Czar and his wife, at her palace in St. Petersburg, at her celebrated suburban villa, and at her chateau in Polona, where the Kaiser was on one occasion her guest for a week.

Some of the greatest houses of the old Russian nobility, pride themselves on their Jewish origin. There are at least two score of these families of so-called Semitic ancestry, notably that of Bagration which claims lineal descent from the King David of the Old Testament.

Herding Cattle by Aeroplane

The uses of the aeroplane are becoming more numerous every day, but novel indeed is the use to which his Heriot aeroplane was put by M. Remie Simon at Houston, Texas, on the 27th ultimo, the opening day of the engagement there of the international aviators. M. Simon flew out over the plains, and roamed about a large number of steers by circling about them and swooping down upon them.

When he had got the herd together, he succeeded in driving them right up to the fence of the aviation field by employing similar tactics. The cowboys looked on in amazement and upon his alighting they thanked Simon for having so cleverly and expeditiously herded the cattle.

The following day, at the Houston meet, M. Roulan Geros ascended to a height of 7,000 ft. and was lost in the clouds for fifteen minutes. M. Simon flew over the spectators in the grand stand only five or six ft. above them, so close indeed, that the hats of many were blown off.

Power of an Air Brake.

(Science Spectator.)

Some idea of the power of an air brake may be gained from the following facts:

It takes a powerful locomotive drawing a train of ten passenger cars a distance of about five miles to reach a speed of six miles an hour on a straight level track. The brakes will stop the same train from a speed of sixty miles an hour in 700 ft. Roughly it may be stated that a train may be stopped by the brakes in about three per cent. of the distance that must be covered to give it its speed.

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St. George, Aug. 31, 1911.

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