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THE GRANITE TOWN GREETINGS



Father Morriscy's "No. 11" Cures Stomach Troubles.

When your stomach is working right you never know it is there. But when it feels as heavy as lead—when you have Heartburn, Belching of Wind, Sourness, a gnawing hunger, with distress after eating—when you feel irritable and depressed—then you may know that the digestive fluids in the stomach are not sufficient to digest what you eat.

Father Morriscy's "No. 11" Tablets supply these fluids in concentrated form. Each tablet, dissolved in the stomach, will digest $\frac{1}{4}$ pounds of food, which is more than an average meal.

Read what Father Morriscy's treatment did for Mr. Goodline, of Salmon Lake. He writes Nov. 30, 1908: "I was troubled with indigestion, so severe that I really thought I had cancer of the stomach. I took much doctors' remedies, till I was forced to seek another resource, and this was the Rev. Father Morriscy. His treatments worked miracles, until I have been entirely cured, so that now I do not look to the quality of the diet but to the quantity."

50c. at your dealer's.

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

THE QUEST OF THE PIRATE'S GOLD

A True Story of the Search For the Hidden Treasure Of Captain Kydd

A new company has been organized in the city of New York to renew the search for the treasury hidden so many years ago by that merciless pirate, Captain Kydd, in Chester Basin, Nova Scotia. Stock is being offered at one dollar per share, with promises of a dividend of four thousand per cent. during the coming summer. The story of Oak Island is a strange one, and has baffled the ingenuity of the man for over two centuries, and yet remains unsolved.

About two hundred years ago Captain Kydd, on one of his piratical cruises, landed at Oak Island, and there, as it is claimed, buried vast sums of treasure, consisting of gold and jewels. Thousands upon thousands of dollars have been spent in vain attempts to regain this hidden treasure, which is estimated to be over ten millions of dollars, and the story of the workings is deeply interesting.

STRANGE CONDITIONS.

About the close of the eighteenth century, this part of the country was sparsely settled, and the island in question was without an inhabitant. In 1795 three men—Smith, McGinnis and Vaughan—visited the island, and while rambling over the western part of it came to a spot of which the unusual and strange conditions at once attracted their attention. It had every appearance of having been cleared many years before. Red clover and other plants altogether foreign to the soil were growing. Near the centre stood a large oak tree with marks on the trunk. One of the lower and larger branches of this, the outer end of which has been sawed off, projected directly over the centre of a deep circular depression in the land about thirteen feet in diameter. These and other "signs" lead the three men mentioned to the commence work soon after.

THEY STARTED DIGGING.

They started digging in the spot where they had found the depression and as they got down discovered a well-defined shaft, the walls of which were hard and solid, and it is said that in some places old pick marks were to be seen, while within the shaft the earth was so soft that picks were not required. On reaching a depth of ten feet an oak plant was struck. They kept on digging until a depth of thirty feet was reached, finding oak platforms at each ten feet. At this point the earth proved to be too heavy for them. Superstitious beliefs were in force in that part of the country at that time, and on this account were unable to get any help to continue the work, and were obliged to abandon it.

ACCOUNTS OF WONDERFUL DISCOVERIES.

After an interval of six or seven years accounts of the wonderful discoveries made at Oak Island had spread all over the province and a new company was found in Truro, N. S. Work was at once resumed by this company and the shaft was excavated to a depth of ninety-five feet. Marks were found over ten feet as before, and an iron bar was frequently used in taking soundings. At the ninety-foot mark a flat stone was discovered two feet long and fourteen wide. On it were cut characters which an expert read as follows: "Ten feet below are ten million pounds buried." This gave the searchers renewed hope.

This was Saturday night. Monday morning when the men returned to work the shaft was discovered to be full of water. It was then decided to sink a new shaft and to tunnel under "the money pit" and to take the treasure out from below. The pit was sunk to a depth of one hundred and ten feet, and just as the workers thought that the treasure was theirs the water burst in on them and the men barely escaped with their lives.

ENDED THE WORKINGS.

This ended the workings of that company and it was not till 1849 that operations were resumed, but again the water forced the toilers to stop working. Another company met with a like fate.

In 1863 another effort was made to overcome the water and secure the treasure. The undertaking seemed to be most difficult, as the flow of water was very heavy. About this time the men who were engaged in underground work got the idea that shaft was in danger of caving in and refused to enter it. An examination was made of the shaft, and experts found it to be a very unsafe condition, and it was forewith condemned. The pump was withdrawn and the shaft abandoned and work suspended. The management were at their wit's end, and did not know what to do or what course to take to surmount the overwhelming difficulty. However in the meantime a company of Halifax capitalists had been organized, and a few days after the events above mentioned they entered an agreement with the old company to clear out the "money pit" and recover the treasure for a share of the amount so received. This syndicate spent a lot of money in sinking a shaft, and made heroic efforts to overcome the flow of water, but were forced to abandon it. It was at this time that a copper coin weighing an ounce and a half, dated 1317, and a stone boatswain's whistle were found in the bottom of the pit.

MARKS IN THE "MONEY PIT."

Among other signs which led to the discoverers to dig was the remains of a hoisting block such as was used on sailing craft, hanging to the limb of a tree which overcame the money pit

One of the ten-foot marks found in the money pit was a layer of putty. This was afterwards used in the glazing of the windows of a house built there shortly afterwards. "Other layers were charcoal." These articles are usually found amongst the stores of sea-going craft. Among other things that go to prove that these things were put there by sea-going men is an iron ring bolt, imbedded in the rock. This can only be seen at very low tide, and can be accounted for in no other way than that it was put to moor vessels to long ago.

In 1896 a new Nova Scotia Company was organized to look for the treasure. In the autumn of that year work was again started, with two engines and steam pumps, with the intention of pumping the money pit and forming a way down the pit, which was then opened in a depth of fifty-eight feet. At 108 feet a tunnel cribbed with timber was struck. The men went into this tunnel to explore, and had gone but a short distance when they discovered a large pit about eight feet square, and open as far as they could see. The pit was opened up and at 38 feet a platform was struck.

PIT WELL CRIBBED.

The pit from this depth was opened and well cribbed down to a depth of one hundred and eight feet. The workers at once pumped the pit out and commenced digging but had a great deal of trouble in getting the water out, and it was after a great of work and time the one hundred and thirteen feet was at last struck. At this depth the water became very heavy, and the pumps had all they could do to keep it out. The pit was eight feet square.

At this time one of the pumps went wrong, and before it could be repaired the pit filled with water. It was then decided that pumping and sinking in the same pit was out of the question, and it was concluded to try and stop the tunnel near the shore by the use of dynamite. Many holes were bored near the shore, and a large amount of dynamite fired but with no material effect on the water.

FUNDS GETTING LOW.

Funds were getting low about this time, and a number of shareholders wanted better proof of the existence of treasure before putting up more funds. The "money pit" was full of water up to within thirty feet of the surface.

They swung in a three-inch pipe through the water to the bottom of the pit and commenced boring with the idea of striking the treasure at a depth of not greater than 125 feet.

No one dreamed of there being anything below that depth. They bored through puddle clay down to a depth of 130 feet and struck nothing but several pieces of wood from 120 to 125 feet.

They started another hole and struck iron at 126 feet. They struck this iron on the edge and it prevented them from getting the three-inch pipe deeper. They, however, got a small chisel and succeeded in passing the iron and worked down without piping the hole. At 150 feet they struck what they thought to be limestone. At 153 feet they struck wood. They put a common auger at the end of the rods and bored through the wood. When the auger went through the wood it dipped two or three inches and then struck something hard that they could not bore through. The auger was worked for some time in an attempt to get it deeper, but it would not go down, and when brought up the bore was cleaned in a basin and the dirt washed out the same as if looking for gold.

A piece of parchment with several pieces of wood was the result of this washing.

After drawing the auger they put a chisel on and tried that. They worked down about two feet and then struck a metal that they could not get by. They did no boring in going down these two feet. The chisel was worked by twisting, turning and hammering.

Whatever was below the wood was shoved aside and not bored. The chisel frequently became wedged in a

TIME TABLE

INTERCOLONIAL RAILWAY

CONNECTION FOR

Ocean Limited

(CANADA'S SUMMER TRAIN)

leaves St. John 11.20 a. m.

daily except Sunday

arrives Montreal 7.35 a. m.

daily except Monday

Through Matapedia Valley in Daylight

Connecting in Montreal, Bonaventure Union Depot

---with the---

Grand Trunk Railway's

INTERNATIONAL LIMITED

LEAVING MONTREAL 9.00 A. M.

ARRIVING TORONTO 4.30 P. M.

and for

Detroit, Chicago and the West

---with the---

New Brunswick Southern Railway.

TIME TABLE No. 32.

In effect January 3rd, 1909

Atlantic Time

Trains West Read Down Stations Train No. 1

Trains East Read Up Stations Train No. 2

Leave A.M. Arr. P.M.

7.30	St. John East Ferry	
7.45	St. John West	5.40
7.53	Duck Cove	5.30
8.08	Spruce Lake	5.15
8.10	Allan Cot	5.13
8.25	Prince of Wales	4.58
8.35	Musquash	4.48
9.00	Lepreaux	4.25
9.15	New River	4.10
9.23	Poclogan	4.01
9.41	Pennfield	4.44
10.15	St. George	3.74
10.32	Bonny River	2.56
10.58	Dyer's	2.30
11.11	Cassell's	2.10
11.17	C.P.R. Junction	2.13
11.42	Oak Bay	1.48
12.00	St. Stephen	1.30

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

Dear Island and Campobello Service

Stmr. "Viking"

June to September, 1909

Mondays: Leave Back Bay for St. Stephen 7.30 a.m.

Tuesdays: Leaves St. Stephen for Lettice.

Thursdays: Leave St. Andrews for Lettice direct 7.30 a. m.

Thursdays: Leave Lettice for St. Stephen 8.30 a. m.

Fridays: Leave St. Stephen for Back Bay.

Saturdays: Leave Back Bay or Lettice for St. Stephen, 6.00 a. m., returning same day.

On Saturdays will run to and from Lettice during June and August, to and from Back Bay during July and September.

Touching on all trips at Lord's Cove, Richardson, Leonardville, Wilson's Beach, Welchpool, Eastport, Indian Island, Fair Haven and St. Andrews.

ATLANTIC TIME

F. E. ROSE, Manager

Eastern St'mship Co

Reliable and Popular Route BETWEEN

St. John and Boston

FARES

St. John to Boston.

First Class \$5.00

Return \$9.00

City Ticket Office, 47 King street.

Coastwise Service--Leaves St. John at 8.00 a. m., Fastport, Lunenburg, Mondays, Wednesdays and Fridays, for Portland and Boston.

Direct Service--The magnificent Steel Steamship CALVIN AUSTIN leaves St. John at 7.00 p. m. on Tuesdays and Saturdays, due to arrive in Boston about 2.00 p. m. the following day.

L. R. THOMPSON, Trav. Pass. Agent

W. C. Lee, E. LAEHLER, Agent

St. John, N. B.

Five Senses at the Economy Store

Common Sense---We buy as low as we can.

That's business sense

We sell as low as we can, that's Progressive sense.

You buy as low as you can, that's Good sense.

You buy of us, that's dollars and cents for both of us

We have everything you can expect to find in a first-class general store.

Our goods are of excellent quality and our prices as low as the lowest.

DRY GOODS, dress goods, prints, muslins, flannels, hats and caps, boots and shoes.

HARDWARE of all kinds, staple and fancy. Groceries, Coal.

We Pay the Highest Price for Country Produce. Give us Your Patronage and we will treat you right.

ANDREW MCGEE Back Bay

COME ALONG

now to the new store in the YoungBlock

FRUIT, CANNED GOODS, CONFECTION-ERY and SOFT DRINKS always on hand

ALL POPULAR BRANDS CIGARS AND TOBACCO

GIVE US A CALL

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Visit Martin's Variety Store

Gasolene 15c. a gallon.

Kerosene 11c. a gallon.

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Martin keeps everything in Motor boat supplies.

All kinds of jobbing and stove repairing done at short notice.

Our Groceries are sold at rock bottom prices

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Undertaker and Funeral Director

A full supply of funeral goods always on hand.

Telephone at Residence

All goods delivered free. Prices to suit the people

F. M. CAWLEY

ST. GEORGE, N. B.;

Undertaker and Embalmer

Complete stock Funeral Supplies on hand;

Prices lower than any competitor

The flavor lingers.

The aroma lingers.

The pleasure lingers.

And you will linger

over your cup of CHASE

& SANBORN'S SEAL

BRAND COFFEE.

In 1 and 2 pound tin cans. Never in bulk.