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The Granite Town Greetings

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THE NEW Church Hymn Book The Book of Common Praise with or without music. --Prices 75c's. to \$2.75-- For sale at the "Greetings Office"

Farm Topics

Farming in Ontario will enter upon a new era when the champions of temperance succeed in abolishing the horrid habit of long standing will be liquidated, mortgages will be lifted and money will be freer for the average farmer. Men now addicted to the drinking habit cannot put their best efforts in the pursuit of their work. They cannot obtain as large results from the land, and with the year's surplus, if there be any, they are not competent to invest in an expansion of their interests. Apart from the myriads of blessing, a general sobriety would effect in our country homes in the way of improving living conditions and making life more pleasant for the women and children, few will dispute the fact that the average production per acre in the Province should be materially increased. Farmers and those interested in the advancement of agriculture in Ontario cannot do better than put their shoulders to the campaign for a dry Province, which, properly speaking, is not a political question.

Popular Cattle, No. 1---the Ayrshire.

It is admitted to be a fact that the best known, of the purely milk-giving races is the Ayrshire cow, which for so many years has been bred with great ability in the southwest dairy sections of Canada. The Ayrshire, as the name indicates, is really a native of those counties which form the littoral of the Atlantic as it sweeps round the coast of Ireland to wash the Scottish coast. It is a breed which has all along been assiduously cultivated and today it is held up as a pattern of the true wedge-shaped milk cow of medium size, capable of giving the maximum profit. It is necessary to draw a distinction in the stature of races which are used solely for one purpose, as the claim which breeders put forward is that profit is determined considerably by the quantity of milk. In the Ayrshire it is reckoned that the ideal is reached, Farmer and Stockbreeder declares.

There are ideals and ideals, however, and it is well to point out that for medium and light lands the Ayrshire is admirably suited. It is a fairly safe rate to take the biggest breed of cattle that the land will carry. The breeder has then no doubt that he will make the most of his stock, for he does not require to resort to devices to keep down the size, or, if he takes to big a breed for the land, to keep it up.

The true type of Ayrshire is very beautiful to the eye. There is no more symmetrical breed, and the system upon which it is being developed is probably more scientific than in any other race of cattle. Take the milk vessel! Here we have a deep, capacious, and yet very level bag. The older type of Ayrshire cow, the black spotted variety which had such a vogue many years ago as a milker, and still had its supporters, has a more pendulous udder, such, for instance, as one often finds in the Shorthorn of today, but in the modern Ayrshire the style of vessel cultivated is level, with the teats squarely placed, so that this type of milk-bag may be considered to hold and produce the maximum.

Then, again, in symmetry, one notices the delicate lines above and below, the clean, sharp neck, the mild eye, and the smartly modelled head, while the thin tail is, of course, essential in all milk-giving races. The narrow chine and wedge shape of the animal suggest milk production, and one usually finds in purely dairy breeds that there is a tendency to get cattle of this shape.

About a hundred years ago it was currently supposed that there were crosses of Dutch and Shorthorn introduced into the breed, and possibly this explains the deep milking properties of some of the old black and white cattle. Today, however, one sees very little of these cattle, and the tendency appears to be to get colorless animals, that is to say, with as much white as possible. Whether that is merely the result of a continuous succession of prize winners being of that whitish hue, or whether it is by design, it is difficult to say; but the form of the animal is there, and breeders persevere with it, knowing that they have one of the truest types of dairy animal that it is possible to get.

In the matter of size and weight, a good Ayrshire weighs probably 9 cwt., although some enthusiastic societies appear to think that it is beyond that. As a matter of fact, from 8 cwt. to 9 cwt. is quite a good weight which seems to indicate that the breed is well suited for land upon which the heavier and bigger framed Shorthorn would perhaps not do well.

Egg-Eating

Egg-eating is a bad vice which, if once acquired by the flock, is somewhat hard to overcome. It is often caused by soft and thin shelled eggs being broken in the nest. A few broken eggs eaten from the nest has a tendency to teach the hens to break eggs themselves. If the vice would remain confined to a few individuals, it would not be so troublesome, but such is not the case. A few egg eating hens soon communicate the vice to the

entire flock. Where one or two hens are affected, it is often advisable to kill them but if it has spread to many members of the flock, this is impracticable. If the hens can be prevented from eating the eggs for a couple of weeks, further trouble is not likely to occur. Prevention consists in keeping the nests dark. Two or three weeks of such treatment will usually effect a cure. Feed the hens plenty of grit and lime material to produce thicker shells on the eggs.

Separating the Cream.

The day is past for the use of the shallow pan system of creaming milk. If you have not a separator, then use the deep setting system. This demands an abundance of cold water and a liberal supply of ice.

The separator requires careful attention (1) Place on a firm foundation and clean, well ventilated surroundings, and away from stables and bad odors. (2) Thoroughly clean the separator as soon as possible after each skimming (it washes easier), taking the bowl apart; washing, scalding, and leaving to dry before again putting together. (3) Do not heat the person who advises washing the separator only once a day or twice a week. Such advice is absolutely wrong. (4) Put a quart of warm water in a bowl before starting to separate. This prevents cream from lodging and warms up the bowl. Speed the handle to the number of revolutions advised by the maker before turning on the milk; keep the speed regular and uniform. (5) Skim each milking as soon as it is milked. There is additional loss in the skim milk and more work when saving one milking over and skimming only once a day. The milk has to be cooled to keep sweet until skimming and then warmed again to get a thorough separation. This additional heating and cooling tends to deterioration in quality of cream.

With the best separators, well cared for, there will be a certain loss of fat in the skim milk. This loss, under good conditions, has been estimated at about \$25 a year from a herd of 40 cows. This loss will be much larger when the separator is properly handled. -The Globe.

Promise Coal Development Here.

Outside Capitalists Said to Have An Eye on Kings County Coal

Representatives of large financial interests were here this week investigating the coal deposits of the county. A number of property holders in the vicinity of Mount Middleton were approached and asked for leases of their real estate holdings, with options to purchase at the end of three years. For many years it has been known that coal deposits were to be found in Kings and at Dunsenac operations have been carried on spasmodically for some years. The activity in the Minto mines has attracted attention to the New Brunswick coal fields and it looks now as if new sources of supply would be opened up.

The Record was shown some samples of coal found in the vicinity of Mount Middleton and they leave no doubt as to the existence of coal there. How large the quantities are will have to be determined by practical demonstration. If satisfactory arrangements can be made with the property holders in the neighborhood of the ground examined, it is

proposed by the capitalists interested to use diamond drills, in order to ascertain more definitely the amount of fuel available. If the investigation justifies further action the area will be acquired by those interested and permanent development will be commenced. While the coal is at present isolated, a discovery of large deposits would doubtless mean the construction of a railway through the district. Several of those interested have agreed to lease their lands and permit the work of investigation to proceed.

The late E. N. Sharpe, who was one of the men who helped to develop the coal mines of Springhill, N. S., was a firm believer in Kings County coal deposits and at one time he was about to give the matter serious consideration, when he was called to Nova Scotia. The work occupied his attention up to the time of his death. There is no doubt as to the Mount Middleton outcrop being part of the Minto range, which runs across the counties of Queens and Kings. While it is too early to say anything definite concerning the probable outcome of the movement, it is encouraging to find that outsiders are interesting themselves financially in the venture. -Record.

Everyman's Motor Car

France, ever to the forefront in the manufacture and perfection of the automobile, is now constructing small low priced autos for all the people. Based on the principle of the motor cycle, scores are being manufactured at prices varying from \$250 to \$500.

This vehicle costs little more than a high grade motor cycle, and the up-keep is about the same; in speed it is equal to any two-wheeler, and in comfort it is infinitely superior. It is a long, narrow vehicle, mounted on four wheels, carrying its passengers tandem fashion, with the driver at the rear, and having a one or two-cylinder air cooled motor under cover in front. The frame, consisting of two wooden members, is narrow in front, the sides are enclosed, the top is closed in by the gasoline tank, while the front is left open to allow free passage for the air.

There is neither clutch, gear box nor differential, and any man who knows how to manage a motor cycle is at once familiar with this little car. It is used for quick delivery work, and when this work is over, the turn of a screw converts it into a touring car for a family. For work on heavy roads, in snow or amidst dense traffic, these baby autos have their limitations, but they should be immensely popular for pleasure purposes among the people who cannot afford the higher priced cars. They only weigh complete about 300 pounds. No doubt other countries will quickly follow the lead of France in manufacturing cars for those of moderate means. -Tel.

Growth of British Shipping

Lloyd's return for the past year shows how greatly in advance of other ship building countries is the United Kingdom. Including sailing vessels, and not including warships, the tonnage built in the leading countries in 1911 was as follows:

Country	Ships	Tonnage
United Kingdom	483	1,519,000
Germany	89	350,300
France	26	123,000
Austria	11	62,100
United States	50	105,800
Holland	45	79,700
Japan	35	22,000
Norway	43	21,700
Denmark	12	19,200
Italy	8	19,100
Belgium	6	14,200

Three Hundred British Warships.

London, July 9.-The active British fleet in English waters and the vessels, from the Mediterranean station, consisting of some 315 ships of all classes, gathered at Spithead today for inspection by members of the house of Lords and Commons.

Hon. Robert L. Borden, the Canadian Premier, with his colleagues, Hon. I.

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D. Hazen, Minister of Marine; Hon. C. J. Doherty, Minister of Justice, and Hon. L. P. Pelletier, Postmaster General, who are now in England to consult the British Admiralty on Canada's naval programme, attended the inspection, which opened with a display of aeroplanes and hydroplanes, now being used for the first time at British naval manoeuvres. The great fleet later proceeded to sea for the summer manoeuvres. This is one of the strongest fleets, if not the strongest, that has ever assembled, and still many effective vessels remain in the naval ports, including those of the eighth battle squadron, as well as a number of ships under repair, also the seventh, eighth, ninth, tenth and eleventh cruiser squadrons.

The invitation to the Lords and Commons is a new way for the First Lord of the Admiralty Winston Churchill has of impressing the men who have to vote the money with the needs of a great navy. The legislators were on steamers, which cruised through the lines of ships, around the latest battleships and past the submarines and other vessels of the mosquito fleet.

The manoeuvres are to be held in the North Sea, and although the plans of the Admiralty have been kept secret, enough has leaked out to indicate that the problem for the elucidation is concerned with the frustration of an attempted raid by a force of troops under naval convoy. The ships are to be divided into two fleets, Red and Blue, the latter constituting the defending forces under Prince Louis of Battenberg, and the former the attacking forces under the command of Sir George

Tax Notice

Public notice is hereby given that I have received from the Assessors, the Assessment list for The Town of St. George for 1912, and the same is now filed at my dwelling house. All persons thereby assessed in the Town shall be entitled to a deduction or discount of Five per centum on the amount assessed against them respectively, upon payment of their respective rates to me, within 10 days from the fifth day of July inst., and a like discount of two and one half per centum upon payment within twenty days, and more than ten days after that date. After 20 days no discount will be allowed. And all rates and taxes must be paid within thirty days after the said 5th day of July or execution will be issued.

Dated at St. George, July 5th, 1912.
James O'Brien
Town Treasurer.

Advertise in Greetings.



Misses and Children's Ankle Pumps, in Patent Leather, Gun Metal and White Canvas. These ankle strap pumps are the most economical footwear for children.

It is not a question of "Which shoe shall I select?" but "Where can I purchase 'Empress' Shoes?" We carry a complete range of styles in "Empress" Shoes for Women. Boots, Oxfords, Pumps; all shapes, all kinds of leathers, all sorts of soles, all kinds of heels. Perfection. Style and Comfort in every pair.

Barefoot Sandals!

Made in Strong Leather with Heavy Sole, Cool and Comfortable for The Hot Weather

FRAULEY Bros.

Nature's Way Is The Best.

Buried deep in our American forest we find bloodroot, queen's root, man-drake and stone root, golden seal, Oregon grape root and cherry bark. Of these Dr. R. V. Pierce made a pure glyceric extract which has been favorably known for over forty years. He called it "Golden Medical Discovery."

This "Discovery" purifies the blood and tones up the stomach and the entire system in Nature's own way. It's just the tissue builder and tonic you require when recovering from a hard cold, grip, or pneumonia. No matter how strong the constitution the stomach is apt to be "out of kilter" at times; in consequence the blood is disordered, for the stomach is the laboratory for the constant manufacture of blood. Dr. Pierce's Golden Medical Discovery strengthens the stomach—puts it in shape to make pure, rich blood—helps the liver and kidneys to expel the poisons from the body. The weak, nervous, run-down, debilitated condition which so many people experience at this time of the year is usually the effect of poisons in the blood; it is often indicated by pimples or boils appearing on the skin, the face becomes thin—you feel "blue."

"More than a week ago I was suffering with an awful cold in my head, the air, breast, and body," writes Mr. JAMES G. KEENE, of 710 E. Street, S. E., Washington, D. C. "Some called it La Grippe, some pneumonia. I was advised by a friend to try a bottle of your 'Golden Medical Discovery.' I tried a bottle and it did me so much good that I feel safe in saying it is the greatest and best medicine that I ever took. My health is much better than it was before using your medicine. It does all you claim for it and is satisfactory."



J. G. Keene, D.D.