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NO. 22.

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The Quebec Bridge

Competition

A most important contribution to the literature of bridge engineering is an article by Gustav Lindenthal, in our contemporary, Engineering News, on the Quebec bridge competition, which not only throws a flood of light upon the inside history of this great undertaking, but also affords a mass of instructive technical information for those who are interested in the construction of long span bridges.

The Quebec bridge owes its celebrity mainly to the fact that it contains a longer single span than any bridge as yet constructed, its nearest competitors being the Brooklyn suspension bridge, with a main span of 1,595 feet, the Williamsburg suspension bridge, which measures 1,600 feet between towers, and the Forth bridge in Scotland, a cantilever structure, with two main spans, each measuring 1,710 feet in the clear. The cantilever structure which is to be built near Quebec will be 1,800 feet in the clear between centers of main piers.

In 1889 the Quebec Bridge Company invited tenders for a structure to carry a two-track railroad with a wagon road and trolley line on each side. Out of six competitors, the Phoenix Bridge Company was awarded the contract for the construction of a cantilever bridge prepared by its own staff of engineers, the award being made on the ground, among others, that this company's plan was the lowest in price. The construction was commenced, and when one-half of the

bridge had been erected, the structure collapsed under its own weight, with the loss of eighty lives and four million dollars in property destroyed. "The primary cause of both disasters," says Mr. Lindenthal in the article referred to, was the same; bad engineering; but in connection with the Quebec bridge was a contributory circumstance, of which it is difficult for engineers to speak without a feeling of humiliation, and that is the beggarly compensation for engineering services on a work of unprecedented magnitude, and the willingness of an engineer of high reputation and unimpeachable integrity to assume very important and laborious duties for a fee for which they could not possibly and seriously be met."

In this connection we wish to emphasize the fact that in all great engineering works of this character, the very last direction in which economy should be practised is in that of the employment of the highest type of professional men both for the design and oversight of the work. When such men are engaged, the remuneration should be on a scale which will justify them in allotting that measure of their own time and of the time of their office and field force, to the work, which the importance of the job demands. We need not go farther back than the recent failure of the Austin dam for another object lesson in the folly of practicing over zealous economy in the matter of professional engineering services.

The bridge fell because one of the main compression members in the bottom chord of the shore or anchor span, which has been designed to stand a pressure per square inch of about 30,000 lbs., before beginning to give way, failed suddenly and without warning under about one-half that load, or to be exact, under 16,800 pounds per square inch pressure. Mr. Lindenthal scouts the theory advanced in some quarters that the blame is to be ascribed to lack of scientific knowledge of compression members, which it was alleged could be derived only from full size tests of large columns. He rather lays it to the fact that no studies of any kind were made for the unprecedented large compression members of the Quebec bridge until after the failure. He says: "The leading consideration for the choice of their cross sections seems to have been the desire of the contractor for cheap manufacture, which was not balked by the engineer. The chord members consisted each of four slabs or ribs composed of a number of thin, stitch riveted plates, with contact surfaces

painted or rather greased, insufficiently stiffened with flange angles and flimsy lattice angles. They were of a form so obviously defective that they should have been condemned at first sight. They were a pernicious example of commercial engineering, which may be defined for this case as the subordination of design to the cheapest methods of manufacture, under the pretense of fulfilling specifications."

The fall of the bridge was investigated by a Royal Commission of three Canadian engineers, who made an exhaustive and able report. Unfortunately the Canadian Government dispensed with the aid of that commission, whose report formed the basis of favorable comment at the time in the columns of the Scientific American, and appointed a new board, which, after much labor and time brought forth an official design, and bridge companies were invited to submit designs of their own; but they were expected to prepare these in four months' time and without any compensation whatsoever. Ultimately, out of many and costly competitions, which included twenty-four tenders varying from eleven million to sixteen million dollars an independent design, drawn up by a Canadian company "in contravention of the official specifications," providing for limited traffic capacity and costing only nine million dollars, was accepted by the Canadian Government.

Had the design for this bridge been thrown open for world wide and unrestricted competition by the leading bridge engineers of the world, the Canadian Government would undoubtedly have secured a better bridge, and certainly would have saved an enormous sum of money. In the latter half of his article Mr. Lindenthal, himself probably the leading authority on long span bridges will show that the Canadian government ultimately will have spent nearly eighteen million dollars by the time the St. Lawrence River is completely, and this in spite of the fact that a wise and judicious policy it could have secured a bridge of greater capacity with a large margin of strength, for a sum of less than ten million dollars. -Stfc. Amcn.

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To Build Highway Across Canada.

(Ottawa Journal)
One of the gigantic tasks to be undertaken by the government in the near future will be the construction of a permanent national highway stretching across the continent from Halifax to Vancouver. Already the great project is under con-

sideration, and it is considered likely that it will be brought up in the House possibly during the present session.

Forming a chain that would link together the entire continent, this scheme has been the dream of politicians and statesmen for many years, and practically the whole voice of the nation approves of its being carried out.

Engineers of the Departments of Railways and Canals and Public Works are now securing estimates and plans will be submitted at the nearest possible date.

For Sale

One Second Hand Coal Stove,
Medium size in good condition.
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Greetings Office.

Annual Meeting.

The Annual Meeting of the Charlotte County Weir Owners' and Weir Fishermen's Union, will be held in Courts' Hall, St. George, on Friday the 29th of December, at 1 o'clock P. M. The members are particularly requested to attend, as matters of considerable importance to the fishing industry will be discussed. Persons desirous of joining the Union, should send in their names to the Secretary at as early a date as possible.

J. A. Belyea, Pres.
Geo. E. Frauley, Sec.-Treas.

NATIVE POLO AT GURAIS.

The Ancient Game of Polo is a New Game in Comparison.

Polo is played at Gurais (three miles from the Gilgat Road) in Kashmir regularly once a week during the summer months, when the ground is free from snow. Each villager rides his own pony up to 15 miles in the morning, plays from 12 to 3 or 4 p.m., and then rides back to his home. When there is a bet of a sheep they have sides, otherwise it is each for himself. Each chukker lasts two hours unless nine goals are scored first; if the ball goes between the posts it counts as a goal, and if it can be caught in the hands in mid-air the catcher scores a goal by riding with it in his hand between the posts—if he can. No one bothers about "off-sides," fouls, or other embellishments of Europeans.

In spite of plentiful hard knocks, and sometimes worse, no one will miss his weekly game if he can help it. The game generally starts with six or eight players, but by the time it finishes it is no uncommon sight to see twenty players taking part at the same time, and needless to say the game is fast and furious all the time.

The local telegraph master is the only European who plays, except for occasional visitors and sportsmen on their way through. To our ideas the game is primitive, but it finds great favour in the eyes of all the natives in this part of the world, and one has only to watch the game for a few minutes to realize how keep they all give, and absolutely devoid of nerves. The greatest tragedy that can befall a keen player on polo day is to have no pony. Sometimes it happens, however, that the animal is hired out and not returned in time. Then the player calmly takes his place in goal — on foot.

System in Salesmanship.

"Young man," says the automobile manufacturer to the new salesman who has astonished the organization by the rapid-fire sales he has made in the two months of his employment, "I must congratulate you on your work."

"Thank you, sir," replies the new salesman modestly. "I know we build the best auto in the market," says the manufacturer, "but even at that I cannot understand how you can sell ten times as many machines as the very best men we have had prior to you. How do you do it?"

"Well, sir," explains the new salesman, the light of honest pride in his eyes, "I always ask the customer to take a ride in one of our machines as the first move toward getting acquainted with its riding qualities. Of course he accepts the invitation I then take him out on the boulevard and get arrested and fined for fast driving. After that there is no argument."

Ten minutes later the new salesman leaves the private office with a deck of preferred stock tucked away in his inside pocket.

"Tea or coffee?" demanded the bustling waitress. He smiled benignly. "Don't tell me; let me guess." -Brooklyn Life.

What Santa Claus Has For You At FRAULEY BROS.

GIFTS FOR LADIES

Card Cases, Toilet Sets, Purses, Hand Bags, Work Baskets, Glove and Handkerchief Boxes, Perfumes, Mirrors, Hair Receivers, Pictures, Manicure sets, Crumb Brush and Tray, Hat Pin Holders, Jewel Cases, Photo Frames, Ebony Brushes, Budge Sets, Puff Boxes, Brass ware and Clocks, Fern Pots, Ink Stands, Stationery, Bronze Tables, Christmas Cards and Calendars.

GIFTS FOR MEN

Smokers sets, Shaving sets, Brushes, Collar Boxes, Tie Racks, Cigar Cases, Wall Brush sets, Military Brushes, Match Boxes, Tin Cases, Letter Holders, Purses, Wallets and hundreds of other articles.

Bring The Children To Frauley Bros. TOYLAND

Let them revel in our Fairyland of new Christmas Toys. Toys of all kinds, an endless variety. Dolls from 5c. to \$3.50. Every Doll a beauty. Every Doll a bargain. Games of all kinds.

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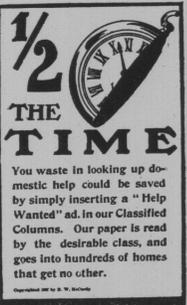
CANADIANS AND INVENTION.

Dr. A. Grahame Bell and the Telephone.

Canada has every reason to be proud of her brilliant student in practical science—Professor A. Grahame Bell—the inventor of the telephone, which has done so much to revolutionize the social and business world. The doctor first saw the light in Edinburgh, Scotland in 1847 and came out to Canada in 1876, where he carried on his investigations that culminated not only in the great invention with which his name is associated, but the photophone, induction balance, and telephone probe, and (with C. A. Bell) graphophone. He has made a thorough study of the education of the deaf. In recent years he has taken great interest in the laws of flight and aviation generally. This brilliant Canadian is the holder of many degrees and a member of many learned societies. His Canadian home is in New Scotland.

Great Underground River

According to geologists, the greatest underground river in the world flows from the Rocky Mountains underneath New Mexico and Texas, emptying itself in the Gulf of Mexico. This river is thought to be in places several miles wide, and it is believed that it feeds rivers that flow upon the surface. The artesian well belt of Texas is pointed to as the uplifting of the water from this river, often from eight hundred feet below.



Shakespeare was asked if Hamlet was insane. "Impossible to tell till he wrecks a bank or leaves a will," the bard replied. Herewith the plot proceeded. -New York Sun.

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