

REMEMBER THERE IS NO NEED TO SEND AWAY FOR YOUR PRINTING!

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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 Keep Files Off The Cows

The following bulletin was posted in one of the exhibit cars of the "Better Farming Special" which toured Quebec last week: The most satisfactory fly spray used so far is Kreso. Two gallons water and one half pint Kreso on 16.1 solution. One gallon of Kreso will spray 1,280 cows once; 80 cows for 16 days, once a day; 20 cows for 2 months, once a day; 20 cows for one month, twice a day. Cost of Kreso \$1.05 at druggists; cost of spraying 20 cows for four months is \$5.20 or 31 c. per cow a season. Time required to spray 80 cows with Knapsack sprayer is 15 minutes; for 20 cows about 4 or 5 minutes. The relief to both cows and milker at milking time is alone worth much more than the cost of spraying or time and labor employed.

Care of Milk

The dairy farmers who visited the Better Farming Special, received some practical suggestions on the care of milk on the farm from Mr. Burgess of the Dairy Division, Ottawa. Cows should be milked with clean, dry hands, after wiping the udder, and teats with a damp cloth. It is advisable, he said, to milk quietly at all times, as well as to do it quickly and thoroughly. The milk should be strained at once after milking, through a fine wire strainer and also through two or three thicknesses of cheese cloth. The milk should not be strained in the stable or in impure surroundings. It should be removed from the stable or place of milking as soon after the operation as possible, in order to protect it from bad odors, dust and direct rays from the sun. It should be cooled at once to a temperature of 65 degrees or under, by setting the cans in tanks of cold water. Where Saturday's and Sunday's milk is to be kept over until Monday morning, it should even be cooled to 65 degrees in order to keep it sweet. When set away in cold water in this way, the cans should be covered with a secure lid and a piece of damp, clean cotton. By leaving one end of the cotton in the water, evaporation will tend to keep the milk much cooler. Night and morning's milk should be kept separate as much as possible. Cow's giving milk should not be allowed to eat brewer's grains, distillery slops, turnips or tops, rape, mouldy meal, spoiled hay or silage cleanings from the horse stable or any

WOMEN TAKE NOTICE!

A man cannot understand the torture and suffering many women endure uncomplainingly. If the majority of men suffered as much pain and endured with patience the weakening sicknesses that most women do, they would ask for immediate sympathy and look for a quick cure. Many women have been saved from a life of misery and suffering by turning to the right remedy—Dr. Pierce's Favorite Prescription—a remedy which is safe to take because containing no narcotics, alcohol or injurious ingredients. It is an alternative extract of roots, made with pure glycerin, and first given to the public by that famous specialist in the diseases of women—Dr. R. V. Pierce, of the Invalids' Hotel and Surgical Institute of Buffalo, N. Y.



Mrs. Lizzie M. Hessermer, of Lincoln, Neb., 529 1/2 C. St., says: "I send a testimonial with much pleasure so that some suffering woman may know the true worth of your remedies. I was a great sufferer from female troubles but after taking one bottle of Dr. Pierce's Favorite Prescription, which a friend advised me to take, I found myself very much improved. After taking three more bottles, and using two boxes of Dr. Pierce's Lotion Tablets, I found myself on the road to recovery. I was in poor health for five years but now I am cured. I hope all women suffering from female weakness will give Dr. Pierce's Favorite Prescription a fair trial."

Doctor Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels. Sugar-coated, tiny granules.

About Alfalfa

The growing of alfalfa was the subject of a number of instructive lectures delivered by Prof. S. L. Kilnick of Macdonald College. Experiments have been conducted at the College for the past four years, he said, and during that period an average of three cuttings of nutritious hay has been cut each year and a fourth crop has been allowed to freeze down. As a result of these tests, he stated that he found that any land, free from acid, moderately rich and well drained, whether naturally or artificially, is suitable for growing alfalfa. As grass and weeds are alfalfa's worst enemy, he advised the farmers growing it to always seed down after a Loed crop. It is necessary, he said, to plough to a good depth in fall and early spring, to give the land an occasional stroke with the harrow to prevent the formation of a crust, kill germinating weeds and conserve moisture. Excellent results have been obtained from the application of barnyard manure. If applied during the early spring or in the winter, he advised turning under a light furrow, or to incorporate with the soil by means of a disc. Seeding should be done about the middle May in the average year casting the seed broadcast at the rate of 25 pounds per acre. Prof. Kilnick strongly advised the inoculation of the seed. A twenty five cent bottle of nitroculture is sufficient for a bushel and may be obtained, with directions from the O. A. C. at Guelph, or Macdonald College, Que.

Narrow Tires Ruin Roads.

Nothing is more disastrous to good roads than the constant cutting of the roadway by narrow tires of heavily laden wagons and vehicles. Tires are a necessity, but many States and foreign countries have decided narrow tires are not, and have laws regulating the widths of tires permitted on wagons. This is governed by hauling capacity. It is too evident to be discussed that a narrow tire with a heavy load on it will cut much deeper in soft, moist earth than a much wider tire. In fact, if the tire is three or four inches wide, it becomes a miniature roller, and actually benefits the road instead of damaging it. In France they have not only very broad tires, varying according to the tonnage of the wagon, but they have the rear axle fourteen inches longer than the front. This prevents the two wheels from tracking each other, and the heavy wagons actually compact the surface. In

Gold Medal Essay, to follow Canadian Highway Story- "What Good Roads Mean to Canada."

The Carthaginians were the first people to make systematic practice of road building, but no nation derived so many various benefits as that of Rome. Great and wonderful are the monuments that perpetuate the name of Rome and every thing connected with it, but none are so famous as her roads. Rome's military commercial and imperial success was due primarily to her splendid system of high ways, the relics of which extend from the Pillars of Hercules to the Temple of Jerusalem. But the Roman road makers have a far more important lesson for Canada. This world will, for all time, remember the message of Christ, which was delivered to humanity through the medium of the Roman roads. There are thousands of people existing in hamlets scattered throughout Canada, who are awaiting religious instruction. They will not emerge from their semi-barbarous state until the "Good Roads Movement" has won its way into every nook of this new country.

The attendance to the rural meeting is diminishing; the attendance to the school house is dwindling; friendship is being severed with the neighbor living a short distance away; and with the person to whom you regularly send a letter; and the village preacher is being discouraged. What is the reason for this? Impassable roads and nothing else. Country communities are not going to wade through mud to post a letter, to go to school, to go to church, or to visit a friend, neither will they suffer their horses to attempt it. They will not be pestered with doctor's bills because the road is transformed into a quagmire. Rural inhabitants are being degraded educationally, socially and morally. Country folks are not migrating to cities because they don't like rural life, but because the roads, if they may be called so, are impassable. These people are intelligent enough to see that all the discomfort and prevention of social enjoyment is due to the lack of good roads. Here lies the greatest lesson of the Roman road builders. You cannot estimate in dollars and cents the national loss entailed by the constant withdrawal of character-building institutions of the country.

Bushnell, a great American thinker says: "If new ideas are abroad, new hopes arising, you will see it by the roads that are building." Simultaneously with the movement for the need of good roads arises one far reaching idea, even more profound than the enhancing of land values. It is the social betterment by which Canada is playing a distinguished part in the uplift of the world. Now we turn to the meaning of roads in the economic sphere. Is it a good business policy? Canada's manufacturers, men of commerce and business admit Canada needs such a policy, but because they cannot see any solid unrestricted and available gain that would accrue, they don't care. The cost of a breakfast roll would be trifling did it not cost the farmer eighteen cents a bushel more to transport wheat nine miles to a railway station than it did from New York to Liverpool, a distance of three thousand one hundred miles. The cost of a boiled egg is the payment of transportation

from the hen to the household. The intrinsic value of the egg is a mere trifle compared with the expense of carriage through two feet of mud. Over the deep-rutted roads, as they exist at present, a farmer can haul, on an average, six hundred pounds in five hours with two horses. If good roads were constructed, however, it has been calculated that one horse could draw twelve hundred pounds and more in two hours. Not only would the farmer save time, conserve his energies, make better use of his vehicles and horses and thereby save money; but the consumer, too, would receive his needs at lower prices. And as Canada's agricultural production is annually increasing by leaps and bounds, a greater proportion of money would be saved by all classes of people year by year; and, probably, the high cost of living in the urban districts would recede to the normal. "It costs the average Canadian farmer two dollars a ton to haul his produce to the market town, to the railway station or lake port. It is known that the production of field crops alone amounts to about 40,000,000 tons a year. It would be moderate to estimate that 25,000,000 of this tonnage is hauled over roads, one way or another; so we have \$50,000,000 as cost of testing field crops by the farmers. This cost could be reduced if we had first class roads, to \$20,000,000 a saving of 60 per cent., leaving \$30,000,000 as a saving on one class of product alone." The building of good roads would increase the value of taxable lands not only in the vicinity but also in the most remote parts. Stupendous amounts could be collected in taxes and the assets of the nation as well as the landlord would increase. New towns would spring up; new railway branches would be built; and Canada would be settled and developed at a miraculous rate. Our convicts should be profitably employed building roads. Of course, it is useless to have them constructed unless carried on in a systematic and scientific way. The roads must be "graded, topped and rolled." They should be constructed so that water will quickly drain off and so that the greatest applied pressure will not force upon the foundation and cause mud to ooze up and rats to be renewed. Well-constructed roads shorten distances by reducing the time to travel. They would give rise to a further exploration of sparsely settled districts and would result in the discovery and shipping of more mineral and timber wealth. I feel confident that smooth hard roads would mean more to Canada than any project. I believe that a remarkable awakening, a renaissance would take place. The economic and national advantages that would ensue are incalculable. The energetic settlement and development of Canada would swell the treasury and the country would enjoy an era of prosperity unequalled in its history. Good roads in Canada would mean a higher standard of citizenship; a people pervaded by education and good morals, and a better understanding and a mutual sympathy between the diverse peoples in the Dominion.

S. Cieman, 262 Major Street, Toronto, Ont.

The Marriage Law Decision

The judgement of the Supreme Court on the marriage law questions narrows materially the ground of controversy and points the way to a final settlement. It removes altogether the issue upon which public interest was largely centred, for Sir Chas Fitzpatrick and Mr. Justice Anglin, who are Catholics join with their three Protestant colleagues, Sir Louis Idington, in stating without qualification or reservation that the new temperance degree has no more force or effect in Quebec, so far as the civil law is concerned, than in any other Province and that Protestant ministers have the same right as priests of the Roman Catholic communion to officiate at "mixed" marriages. Hereafter, therefore, any person suggesting that a Catholic who had been married to a Protestant by a Protestant minister is not married at all in the eyes of the civil law is liable to be dealt with as is any other slanderer. There remains but one issue of importance. Has a Protestant minister or any other person authorized by the State to perform the marriage ceremony in Quebec Province the right to marry two Catholics, or can Catholics in Quebec be legally married only by a Catholic priest? This is the question raised in concrete form in the Hebert case. Because the Hebert case is still before the courts in Quebec Chief Justice Fitzpatrick declined to answer this question. Judge Anglin, basing his decision on the law of Quebec before the Conquest, holds that only a Catholic priest properly authorized by his superior to keep records of marriage, can legally marry Catholics in Quebec Province. Judges Davies, Duff and Idington hold in effect that any person authorized to perform the ceremony in Quebec can marry any persons to whom a marriage license has been issued in proper legal form. Under this decision, which is that of the majority of the court and will remain the official interpretation of the Quebec civil law unless overturned on reference to the Imperial Privy Council, any duly authorized Protestant minister can marry two Catholics just as any duly authorized priest can marry two Protestants. It is clear, therefore, that if the Imperial Privy Council takes the same view as is taken by the majority of the Supreme Court of Canada there is no need for amendment of the marriage law of Quebec. The court's unanimous decision

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that the Lancaster Bill is one that the Dominion Parliament cannot pass under the powers conferred by the British North America Act becomes of merely academic interest if the Privy Council confirms the interpretation of the Quebec law given by the majority of the Supreme Court. What course should be pursued in the event of the Privy Council overruling that decision it is not necessary at this time to discuss, further than to say that an amendment of the constitution removing the question of the solemnization of marriage entirely from the jurisdiction of the Provinces should be resorted to only when all other means fail. The Government of Canada is a Federal Government that will ere long have its hands full at tending to the great national affairs of many millions of people scattered over a wide expanse of territory. It should leave affairs such as the issue of marriage licenses and the authorization of persons to perform the marriage ceremony to the Province, which, under the Confederation pact, have control of all questions of "property and civil rights" unless it is clearly shown that the Provinces are doing injustice by the adoption of laws that favor others. If the law of Quebec is what the Supreme Court says it is, there is no need for any amendment of the British North America Act. - Tor. Globe. The new Zealand loan of four and a half million at 3 1/2 per cent. for two years proved a fiasco in the London market: 85 per cent. was left on the under-writers' hands.

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