

PREMIER FOSTER INSPECTS VALLEY RAILWAY WORK

Rails Now Being Laid From Gagetown to Hampstead --- Steel Rails Have Been Barrowed From the Seaboard Railway --- Government Determined That the Railway Shall Be Completed This Fall

(St. John Telegraph)

On Tuesday of this week, Premier Foster, accompanied by C. O. Foss, chief engineer, and E. S. Carter, secretary-treasurer of the St. John & Quebec Railway, and B. M. Hill, government inspecting engineer, made a trip by automobile from St. John as far as Gagetown and had an excellent opportunity of observing what progress was being made in the construction work on the Valley line.

The connecting point at Westfield with the Canadian Pacific Railway system will be just opposite the present C. P. R. freight and passenger station. In order to make the connection there it was necessary to encroach for a small portion of the usual right of way upon the river properties owned by several of the suburbanite and permanent residents of Westfield village. The claims of these property owners are being recognized by the Railway Company and where it is not possible to come to an agreement the claim will be submitted to arbitration. Several of these arbitrations will be held in a few days.

One of the important features of the work is the large bridge across the Nerepis river. It has been stated to the public before that the concrete piers for this bridge were completed in the early spring. The Canadian Bridge Company is at present placing the steel superstructure on the abutments. A few days ago their work was somewhat delayed by an accident by which a derrick was put out of commission for a short time, but this has apparently been remedied and the girders will be placed and the rails

laid continuously over the large embankment which crosses from the east to the west shore of the Nerepis River.

Large Embankment Necessary

While the Nerepis itself is not a large stream for the greater portion of the year, a very large embankment was necessary to carry the railway over the alluvial flat and marsh between its banks. The old embankment which carried the highway bridge, having been there for a considerable number of years and being sadly in need of renewal, it was decided to make the highway bridge a part of the railway embankment. The material for the roadway, which will really be a shelf of the very heavy railway embankment, has been placed there by the railway contractors at the same prices as they received for work upon the railway. The concrete abutments for the railway bridges were made wider for the superstructure of the highway bridge, and when the work is completed there will be a very handsome highway bridge as well as a most substantial bridge approach embankment protected by a high fence running parallel to the railway across the Nerepis.

The steel rails which were at one time, part of the Northern New Brunswick & Seaboard Railway, are being laid rapidly, and Messrs Kennedy & McDonald, the sub-contractors under the Nova Scotia Construction Company have rails laid a short distance above Public Landing.

The Premier and his party saw that the whole line was apparently a hive of activity. The office engineer of

RETURNED MEN WRECK GREEK RESTAURANTS

Toronto, Aug. 3.—At one o'clock this morning, after a night of raiding, an angry mob of over 200 returned soldiers and civilians had completed the destruction of four Greek restaurants with a loss of several thousands of dollars.

Waving the Union Jack and the Stars and Stripes, the veterans took the law in their own hands and without a second's warning visited three Yonge street cafes and completely demolished the interior of the buildings. The affair started at 6 o'clock in the evening in the White City safe at 33 Yonge street, and towards morning the trouble grew worse as the crowd increased in numbers.

The city police were all held in reserve but were instructed by acting deputy chief of police Dickson not to intervene. Lieut. Miller of the provost marshal's office was on hand, but was unable to get any great number of soldiers at the exhibition camp.

At one o'clock this morning 50 men were rushed to Yonge and Bloor streets, but Lieut. Miller would not attempt to stop the raiders with this small number of men.

The riot commenced over the alleged assault of a returned man, Albert Cludray, who was eating in the White City restaurant on Thursday night. He is said to have been assaulted by a Greek and was found unconscious and bleeding from the head.

After one o'clock this morning the police made a stand when an attempt was made to raid the Colonial Lunch on Yonge street. The police were assisted by Lieut. Bethune, 75th Battalion, an officer with four service stripes, who addressed the crowd. "This is the kind of thing which gets you in wrong," he said, but he was howled down.

Messrs Kennedy & McDonald said they had 160 men at work upon their contract, and it was very evident from the steam shovels at work in the short cuttings yet remaining to be done that every opportunity was being taken to complete the job.

The rails are being laid from Gagetown to Hampstead, and taking the distances covered at both ends of the line, more than half of the section between Gagetown and Westfield is laid with sleepers and rails.

The Canadian Bridge Company have also placed the superstructure upon some of the smaller bridge abutments farther up the line. A very considerable amount of ballasting has been done from Gagetown down and when the Premier and his party arrived at a point four miles below Gagetown they found that a big steam shovel of the Bedford Construction Company had about completed its work in the large gravel pit there, and were moving down the line to another deposit of the same material which would be used to finish out the roadway.

Apparently there will be no scarcity of steel rails, for what were needed to complete the few miles not supplied by the rails of the Northern New Brunswick & Seaboard Railway are being sent forward by the Canadian Government Railway. The first carload arrived a few days ago.

Province Protected

The determination of the Railway Company and the government that the road shall be completed this fall was conveyed some time ago to the Nova Scotia Construction Company, and quite recently was embodied in an agreement which the company and the government asked the Nova Scotia Construction Company to enter into to the effect that if the railway is not completed by a certain date in the month of November, the company will forfeit to the government \$300 per day, which will be sufficient to cover any interest charges and engineering expenses for which the province would be liable. This about \$300 a day would represent the interest upon the total expenditure on the Gagetown-Westfield section. At the present moment the Construction Company are making every possible effort to avoid paying this penalty and the prospects are that the road will be completed sufficiently ready for operation by the Canadian Government Railway before winter sets in.

The Premier with Messrs George H. King and J. E. Hetherington, M. P.'s, the local representatives, visited several points in Queens county. They inspected the new bridge being constructed at Lower Jemseg, which will be opened for traffic as soon as the steel arrives. This is now being hurried along. The crops in that part of the country are in fine condition.

A WAR FOR LIBERTY, SAYS PREMIER BOTHA

Capetown, South Africa, Aug. 2.—General Botha, Premier of the Union of South Africa, addressing his constituents at Varooning, declared that there had never been and never would be a Premier of South Africa who would have to go through deeper water or whose motives had ever been misunderstood.

General Botha said the war was not between England and Germany, it was a war in which the liberty of South Africa was also involved.

Proceeding further, General Botha said that above all he preferred to stand under his own flag, but if he could not he far preferred the British flag to the German or any other flag. Briton and Boer were buried together under the soil of France, having given their lives for the liberty of the world.

General Botha said he could not approve of what Great Britain did to the Transvaal or the Orange Free State previous to the Boer war, but since South Africa had been given its constitution nobody could say that anything had been done by Great Britain against the interests of South Africa.

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NOTICE OF SALE.

Pursuant to a decree of the Supreme Court, Chancery Division, made in an action between Jane Armour McKee, Plaintiff, and Hamilton McKee, Defendant, for the partition of the lands and premises in the Plaintiff's statement of claim and in the said Decree mentioned and fully described and being the land and premises hereinafter referred to, there will be offered for sale at public auction, with the approbation of Harris G. Fenety, Esquire, a Master of the Supreme Court, in front of the Post Office in the City of Fredericton, in the Province of New Brunswick, at 12 o'clock noon, on SATURDAY, the Tenth Day of August 1918—

"All that certain lot, piece and parcel of land situate and being in Fredericton, known as part of Lot Number fifty-four, fronting on King street, and bounded as follows: Beginning at the southerly corner of Lot Number Fifty-six, thence along the northeast side of King street fifty feet, southeasterly, thence at right angles seventy-eight feet, thence northwesterly fifty feet to Lot Number fifty-six aforesaid, and thence southwesterly along the southeast side of the same lot seventy-eight feet to the place of beginning." Being the same lands and premises conveyed by Robert Williams and wife and Lucy Whitney to Samuel H. McKee, Senior, by Indenture bearing date the 8th day of May, A. D. 1856, and duly recorded in York County Records in Book 37, pages 332 to 334, under official number 13355, the 26th day of May, A. D. 1856.

The above sale is made pursuant to the provisions of the Judicature Act, 1909, and amendments thereof.

Further particulars may be had from the Plaintiff's Solicitors, Messrs. Slipp & Hanson, whose place of business and address is Chestnut Building, Queen Street, Fredericton, N. B.

HARRIS G. FENETY,
Master of the Supreme Court.

Province of New Brunswick

SALE OF TIMBER LIMITS.

THERE WILL BE SOLD AT
The Crown Land Office,
Fredericton,
on
THURSDAY, the 5th of SEPT.,
1918, at 12 o'clock noon, the right to cut out and carry away all classes of merchantable lumber on
400 SQUARE MILES.

Licenses to run to 1st August, 1933, subject to annual renewal, fire protection tax, payment of stumpage and the Timber Regulations.

Among the tracts offered is the "Training Ground Reserve," containing 106 square miles on the line of the Transcontinental Railway east of McGivney Junction. On this block there is an estimated stand of merchantable lumber made by Forest Engineers of:

Spruce	8 millions s.f.
Fir	3 millions s.f.
Other Soft Woods	4 millions s.f.
Hardwoods	9 millions s.f.
24 millions s.f.	
Undersized soft wood	30 millions s.f.
Total	54 millions s.f.

The remainder of the 400 sq. miles is situate in the Counties of Northumberland, Kent, Westmorland, Charlotte, Kings, Queens, Sunbury, York, Carleton, Victoria and Madawaska.

Berths are sold in ten square mile blocks and less.

For further information as to quantity of lumber, upset prices, plans, etc. apply to the Deputy Minister, Department of Lands and Mines, Fredericton, N. B.

E. A. SMITH,
Minister of Lands and Mines.
Fredericton, N. B., July 22, 1918.

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Fredericton, N. B., July 19, 1918.

On account of staff shortage due to military enlistments, the Royal Bank of Canada find it impossible to continue the collection of this Company's Light Bills.

For the convenience of our customers we have engaged an office at **No. 33 York Street**, in the premises occupied by Harry C. Moore, Electrical Engineer, where bills may be paid from the first to the tenth of each month from 9.30 a. m. to 5 p. m.

Those making payment later in the month must do so at the Company's Main Office, No. 1 Shore Street.

MARITIME ELECTRIC COMPANY, LIMITED.

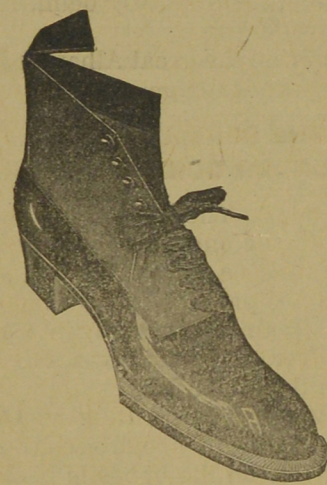
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