

Middle Southampton Meeting Goes For Valley Railway Delay

York Co. People Regard "Pinder Spur" as Temporary Relief.

Middle Southampton, N. B., Sept. 9.—President W. A. Cronkhite, of the board of trade called a public meeting which was held in the Orange Hall at 8 o'clock last evening, and which proved of a very interesting character. After some routine business and the payment of some bills, considerable discussion followed about the mail service, and the prevailing opinion was that the "tri-weekly" was a great improvement on the "bi-weekly." Mr. Brooks said he had received his daily regularly since he had gone to the printing office and given them a "setting-up" for his paper not coming regularly.

F. C. Brown and the secretary said their dailies had come regularly since the change.

G. A. Grant only got two or three of his dailies each week, but the fault might not be with the mail.

President Cronkhite then spoke on the railway question. He heard they were cutting the "right of way" on the spur line. He would rather they were cutting the "right of way" on the Valley Railway. He heard they were making good progress in the Valley survey. Mr. Maxwell had said that he was going to get a good road right into St. John independent of the C. P. R., and he hoped this was true.

Issachar Patterson said he was waiting the result of the surveys. He felt after going to all this expense of surveying, etc., they would not dare go back on us, and we'd get the road. But, "drowning men catch at straws," and for God's sake let us have Pinder's spur, for fear we don't get the Valley road. It would help Temperance Vale, even if it did not serve the St. John Valley, and would make two or three miles more railway in New Brunswick.

Ex-Warden F. R. Brooks said he, too, was waiting the result of the surveys being made along the valley this season. He did not know whether the Dominion government was doing anything or not. He could not believe the "Pinder spur," so called, would hurt the Valley road. It was not intended to serve the valley, but the settlements of Millville, Temperance Vale and Nackawick. The spur line was like the Hawkshaw bridge—not intended to help the whole prov-

ince, but the section where it was located. The Hawkshaw bridge had cost the province \$100,000, and the spur line would cost about the same; or, to be exact, \$104,000—thirteen miles at \$8,000 per mile. The company had the promise that the bonds would be guaranteed at the coming session of the legislature and on the strength of that, work had been begun and would be pushed energetically till the line was completed.

F. C. Brown said he had always been in favor of the spur line. It would help some till the Valley road was built. We could haul freight to Lower Southampton easier than to Canterbury Station, Millville or Woodstock.

B. W. Dunham, millman of Campbell Settlement, was next called, and asked the difference in dollars and cents between shipping to St. John by rail and by the "rafting in the water" process. Mr. Dunham showed it would cost less by rail, besides it depreciated deal \$1 per thousand to put them in the water. Mr. Dunham felt sure that the Valley road must come—spur line or no spur line. "Politicians can fool us no longer. Time and hard fighting will bring it."

After several speeches, in some of which there were some hard knocks for electric railways, the meeting adjourned to meet again when the surveys were finished, or at the call of the president.

VALLEY RAILWAY

Valley Railway! Valley Railway! Hark, 'tis ringing far and wide, It's the cry of every voter on the Saint John River side! Valley Railway! Valley Railway! You can hear it far and yon; From the thunder of the Grand Falls reaching down to far St. John.

Men grow grey and die around us, others rise and take their place, But we're still without a railway—It's a national disgrace. And our sons and daughters leave us as they wend their westward way And our Cordwood and Potatoes rot and crumble to decay.

Now the "Old men" go to Council with solemn air and wounded pride

pride To make big medicine for a Railway down the St. John River side; And our young men standing ready in a wild, rebellious state— Rise up Hazen and get busy, Men is this a time to wait!

When you call your Chieftains, Douglas, to meet in your Council lodge, Pass the Bonds, and do it quickly, do not try to fend or dodge. Sir, I charge you, do your duty; 'tis a great important thing. Pass the Bonds this coming session that you should have passed last spring.

There is one among you Douglas; 'tis enough to make you sick; He would run a branch from Millville to the mouth of Nackawick. This is true, we know, O leader, and our iron nerve it jars, And just warn your noble henchmen to beware of private cars.

Now a truce to all my croaking; we await your great decree. And just one more thing my Bucco, you can take it straight from me:

Though the C. P. R. is mighty and its arm is strong and stout, It's the votes along the river that will turn a traitor out.

MEDUCTIC

PAINFUL STITCHES IN THE BACK

No one but those who are afflicted with the dreadful Kidney Disease knows what this means and you who are so afflicted will forget all about it in a few days if you are only wise enough to take FIG PILLS. FIG PILLS are guaranteed to cure you. If not, your money back.

25c a box, at all leading drug stores. Ryan's drugstore special agent

Major-General Richard Fitzgerald, late of the Welsh Regiment, died at Kingstown, Dublin, on the 16th ult.

The Dublin Horse Show closed on the 26th ult. Despite unfavorable weather there was a large attendance of visitors.

LIVED SEVEN YEARS WITH DIVORCED WIFE

Deserts Her After Petty Quarrel

New York, Sept. 10.—Louis Schwartz, a well-to-do merchant, of No. 17 Ludlow Street, lived seven years with Dora Schwartz, his wife, after the Supreme Court had granted him a decree of absolute divorce.

One night Schwartz fell sick, and his wife believed he was about to die. She did what she could to relieve his distress, but her husband's sister interfered. A quarrel followed soon afterward and Mrs. Schwartz declared she would be mistress of her own home even if she had to appeal to the law.

When a legal expert was called upon to referee the dispute, Schwartz pulled out a timeworn document and pointing to it, said:

"That's a decree of divorce I got from you, Dora, about seven years ago. We haven't been man and wife since February, 1904."

"Divorce!" gasped Mrs. Schwartz in astonishment. "You got a divorce? Impossible, you couldn't do it without me hearing something about it."

Schwartz calmly pointed to the court's decree, signed by former Justice Barrett. Then he began to remove the furniture from their home at No. 24 Allen Street, and left Mrs. Schwartz to shift for herself, with her six-year-old son.

PROVIDE AGAINST SHORT PASTURES

An abundance of pasture grass such as now prevails is not at all unlikely to be available continuously throughout the summer. With rare exceptions such has not been the case in past years, and it is not at all probable that it will be this year. A cow to do her best requires abundant forage. She may exist, and possibly keep in fair condition on medium or scanty pasture, but sustained production with attendant profits is not possible under such conditions. The farmer of foresight has already provided, or will now make provision for any exigencies relative to the feed supply that may occur.

Oats and other cereal crops also may be used to any extent required in speculative seasons. The pinch, as a rule, is not felt, however, until after these crops have reached that degree of maturity where they are unsuitable for soiling. It is a commendable practice to seed a small area at about this time to oats and peas, which may be used if required after the main crop is past the proper stage for soiling purposes. This crop if not required may be harvested in the usual way for grain. The pinch usually comes during the first three weeks of July. Unless alfalfa is available, oats and peas as a soiling crop should be on hand to tide over this period.

Now for an Irish story. A priest who takes great interest in some men belonging to his flock who were engaged in constructing a railway in Ireland saw one of them entering a public-house. He hailed him but Pat simply looked, and walked in. Waiting till he came out the priest accosted him thus:—"Pat didn't you hear me calling?" "Yes your reverence, I did, but—but I had only the price of one."

POLITEST MOTORIST

ON RECORD

New York, Sept. 10.—The politest automobile accident on record happened yesterday, when Mrs. A. Munroe, who has a handsome residence at Hunter's Island Gate and New Rochelle Road, set out to take two women to their homes in her carriage.

They had just left the Munroe home when an automobile owned by L. A. Price, of No. 302 Central Park West, struck the rear of the carriage, overturning it and throwing the three women to the street. The horse neither kicked nor ran away.

The man in the machine, whose name was not learned, stopped and ran to the assistance of the women. He found none of them was hurt, but he apologized abjectly, offered to pay generously for any damage, and produced a whisk broom to brush soiled dresses. The women told him that it

GUIDE FOR TRAVELLERS

INTERCOLONIAL

DEPARTURES.

No. 303—Mixed for Loggieville, 5.00
No. 317—Suburban for Gibson and Marysville, 6.15.
No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction 11.25.
No. 308—Suburban from Marysville 13.30.
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.
No. 310—Suburban from Marysville 19.15.
No. 316—Suburban from Marysville 21.55.

CANADIAN PACIFIC

DEPARTURES

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.
7.55 a.m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.35.
9.45 a.m.—Express for St. John and points east.
4.45 p.m.—Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.
9.05 p.m.—Express for St. John and points east.

ARRIVALS

9.10 a.m.—Express from St. John and points east.
11.20 a.m.—Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.—Express from Montreal, Boston, etc.
7.50 p.m.—Express from St. John, and points east.
9.05 p.m.—Mixed from Woodstock, and points North.
10.50 p.m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 8 o'clock a.m. Arrives on Tuesdays, Thursdays and Saturdays at 4.30 p.m.

ST. JOHN RIVER S. S. CO.

Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at eight o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p.m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 o'clock p.m. Arrives from Gagetown at 10.30 a.m.

Stage line for Meductic and point on western side of river leaves the post office Mondays, Wednesdays and Fridays at 7.30 a.m.

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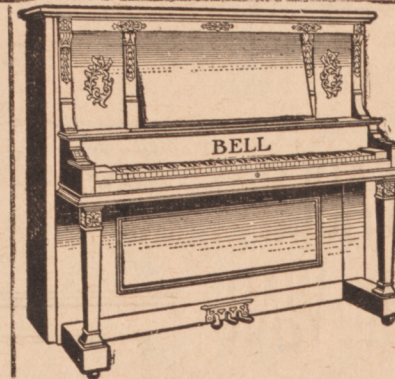
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HOUSE FOR SALE

I now offer for sale that desirable leasehold property situated on the Northeastern side of Brunswick Street between Westmorland and Northumberland Streets in the City of Fredericton, owned and occupied by the late Mrs. Fannie A. Hall at the time of her death; and I will receive sealed tenders for the same until Tuesday, the twentieth day of September instant at the hour of twelve o'clock, noon.

Persons wishing to tender for the same can receive full information in reference to said property upon application at my office.

The highest tender not necessarily accepted.

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