

LONG ISLAND SMITHS.

So Numerous That They Sometimes Need Labels to Distinguish Them.

A good story is told at the expense of the Long Island Smiths by a census enumerator. Years ago, before so many new settlers had come in, he fell into the habit of asking at each place he stopped the name of the next householder beyond and invariably met with the response, "Smith."

"Bless me!" said he at length to a long, lank old inhabitant. "Are you all Smiths down here?"

"I'll tell you how 'tis, squire," said the old man. "There is a pretty considerable lot of us Smiths on the island and no mistake. There was Tangier Smith, that the British government thought so well of they gave him a grant of pretty much all the present town of Brookhaven. Then there was Bull Smith, who made a swap with the Indians of a few beads and red coats for all the land his brindle bull Sam could trot round in a day. One family of us is known as the John Rock Smiths, because its ancestor used a big bowlder for the rear wall of his house. Another line is called the Jonathan Black Smiths because its ancestor was as dark complected as an Indian. Still another family is known as the Block Smiths, from the fact that their founder had a big horse block before his door, and another as the Weight Smiths, because their ancestor owned the first set of weights and measures in the settlement.

"But, bless you, we're nothing as bad off as they were in Patchogue a few years ago. There were actually five William Smiths living there at one time, not a mile apart either. But the people got around that too. One of them owned a peacock, the only one of the five that did, and he became 'Peacock Bill' Smith. Another invented an improved kind of wheelbarrow with three wheels, and he was known all his days as 'Wheelbarrow Bill' Smith. The third lived on a point projecting into the bay, and he was called 'Point Bill.' A fourth was a famous diver, and he was called 'Submarine Bill,' and the fifth was called 'Eleven Dollar Bill' for this reason:

"He was clerking in a store, and when one day a woman gave him a two dollar bill to pay for her trading he gave her back \$10.50 in change. The boss got on to it, and he said he mistook the two Roman numerals II in a corner for the figure 11."

REUBEN'S DIPLOMACY.

He Made a Bad Blunder, but Knew How to Correct It.

There is plenty of diplomacy shown in the everyday affairs of life. This farmer lives near enough to this city to sell in the Detroit market and bring his stuff in by the dirt road route. He is a widower, and near him lives a widow, the man about her house being a stalwart nephew.

Just before the holidays the widower induced the nephew to bring the widow over for supper. The visitors went early, as per arrangement between the men, so that the widow had a chance to see the pigs, the cows, the sheep, the turkeys, the chickens, the well filled barns, granaries and cellar, to say nothing of the big orchards that flanked the house or the agricultural implements stored in the sheds, the fat horses, the wagons and the comfortable carriage.

While the impression was fresh and warm, the nephew disappeared, another compliance with the agreement, and the widower made the conversational running.

"Ann," he said, "I and you was boys and girls together. I uster haul you to school, give you apples and fit yer battles fur you. When you and Sam took a shine to each other, and I jest naterally dropped out and married Jane, some of it bein spite and some genuine love. We'se both lost our partners, Ann, our farms fine, and we would be a pirty rich couple ef we added our persessions together. Now we're both old, Ann"—But right there was where he missed his cue.

"See here, Reuben," she snapped, "you kin speak fur yerself. You may be as old as Methusalem, and you look it, too, but you shan't go round the country tellin 'bout me bein old, fur I'm jest as hale and hearty as I ever was, and I'd have you recollect that. And I didn't come over here on an invitation to be courted or insulted." And she put on her things as she left.

But at the very next sociable Reuben let drop numerous remarks about how "young and piert Ann Jackson was a-lookin," what a "remarkable perserved woman" she was and how there was none of the married women that "teched" her. Of course she heard, Reuben began caltling on her, and the line fence will be removed in the spring.

WEAK, NERVOUS WOMEN

Could we read the hearts of women what a vast amount of suffering would be exposed. Female weakness has produced more invalids among women than any other cause. Have you any of the following symptoms? Nervousness, Weakness, Backache, Headache, "All-Gone" Feeling, Hot Flashes, Variable Appetite, Restlessness, No Ambition, Easily Excited, Painful Periods, Bearing-down Pains, Leucorrhoea, Pimples on the Face, Pains in the Loins, Eyes Sunk, No Vital Energy, etc. We Can Cure You. It matters not who has treated and failed in curing you. Consultation by Mail is Absolutely Free, and if curable we will tell you so. Don't let surgeons operate on you. We can cure you without cutting. Our New Method treatment is mild and pleasant. Family doctors have treated you for years, yet you are not cured—they only help you from time to time. Let us cure you at your own home by our New Method Treatment. Hundreds are being cured. Why not you? We will mail you our Symptom Blank simply for the asking, and we will tell you free of charge what we think of your case. Remember, your letters are kept strictly private and confidential and are answered in plain sealed envelope. Write at once, enclosing stamp for reply. Address Dr. W. H. SAUNDERS & Co., Sta. C., Chicago, Ill. Mention this paper.

Dec. 21, 1900, dwalylr.

TAKING THE REINS.

Colbert's 2:07 3/4 is the fastest record for a 12-year-old stallion.

Ned Hampton, by Robert Rysdyk, has paced a mile to wagon in 2:22 1/2.

Amboy still holds the trotting record to harness at Holmesburg, with a mile in 2:13 1/2.

In Vienna recently the 2-year-old Masha, by nominee, 2:17 1/4, out of an Orloff mare, trotted a mile in 2:33 from a standing start.

W. D. Hunt, a member of the Boston Driving club, is driving Richmond, Jr., 2:15, and Woodwitch, 2:20 1/4, matinee record, to pole.

Mary Ann, 2:12 1/4, a daughter of Jerome Eddy, 2:16 1/2, owned in Tonawanda, N. Y., will be raced through the Canadian ice circuit.

Thomas W. Lawson has bought 100 acres of land at Scituate, Mass., where he will build a track and have his horses kept and trained.

Joe Cromie recently drove the 2-year-old pacer Daybreak, by Refero, 2:24 1/4, a mile and repeat in 2:24 1/4 and 2:22 1/4 at the Lexington track.

J. H. Haws of Johnstown, Pa., has bought the pacer Gladwell from Phil Hertzberg of the same place and will campaign him next year.

The yearling filly by Crescens, 2:04, Vida, sister to Grace Hastings, 2:08, has been named Cresolita. She is entered in \$46,000 worth of stakes.

Sam T, the great pole horse of Charles T. Chipman of Germantown, Pa., has trotted Cedar park half mile track in 2:16 1/2, to harness, the track record.

Acyrene, 2:23 1/4, by Auctioneer, the property of James Morris of the Kensington Driving club, can show a 2:15 clip. She will be a factor on the snow this winter.—Horseman.

In Earnest.

He (delightedly)—Have you really and truly never been engaged before?
She—Never—that is, not in the winter.—New York Weekly.

Good Catch.

Maud—I don't like to see you throwing yourself at Fred.
Elizabeth—Why not? He's a good catch.—Tit-Bits.

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ARRANGEMENT OF TRAINS

In Effect June 10th, 1901

LEAVE FREDERICTON

EASTERN STANDARD TIME

6.00 a m—Express for St. John, St. Stephen, St. Andrews, Houlton, Woodstock, and points north; Bangor, Portland and Boston. Parlor car Fredericton Junction to Boston.

7.50 a m—Mixed for Woodstock, Presque Isle, Edmundston and points north via Gibson Branch. Leaves St. Marys 8.25 a. m.

9.30 a m—Accommodation for Fredericton Junction, connecting with Express for St. John and points east, and Accommodation for McAdam Junction.

4.00 p m—Accommodation for Fredericton Junction, connecting with Short Line Express for Montreal, Ottawa, Toronto, and with the Imperial Limited from Montreal for the west, Northwest and Pacific Coast, also with Pullman express for Bangor, Portland, Boston, etc. St. Stephen, St. Andrews, Houlton, and Woodstock. Palace sleeper Fredericton Junction to Montreal and Lewis, P. Q. Pullman sleeper Fredericton Junction to Boston.

8.05 p m—Express for St. John and points east, and mixed train for McAdam Junction.

ARRIVE AT FREDERICTON

8.50 a m—From St. John
11.45 a m—From Boston, Montreal, St. Stephen, St. Andrews, Woodstock and Houlton, etc.

7.55 p m—Mixed from Woodstock and points north via Gibson Branch. Arrives at St. Marys 7.34 p m.

7.15 p m—From St. John and east
9.15 p m—From Boston, Portland, Bangor, St. Stephen, St. Andrews, Woodstock, Houlton, St. John, etc.

All above trains run week days only.

A J HEATH,
D P A, C P R, St. John, N B

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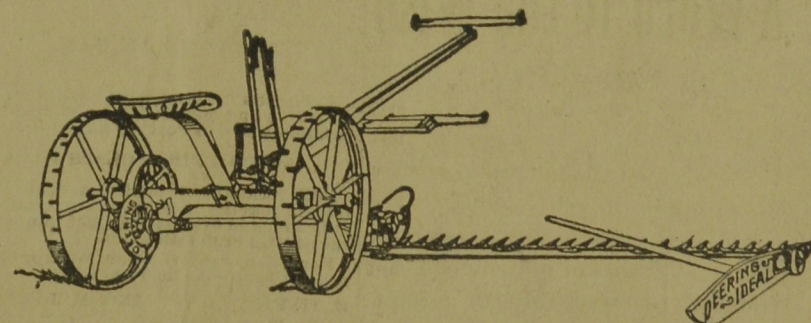
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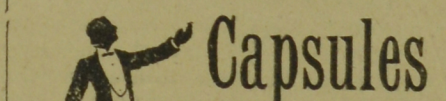
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INTERCOLONIAL RAILWAY.

On and after Monday, June 10, 1901, trains will run daily (Sundays excepted) as follows:

TRAINS WILL LEAVE ST. JOHN

Suburban Express for Hampton..... 5.30
Express for Halifax and Campbellton... 7.00
Express for Point du Chene, Halifax, and Pictou... 11.50
Express for Sussex... 16.30
Suburban Express for Hampton... 17.45
Express for Quebec and Montreal... 19.35
Express for Halifax and Sydney... 22.45
Accommodation for Moncton and Point du Chene... 13.00

TRAINS WILL ARRIVE AT ST. JOHN

Express from Halifax and Sydney..... 6.00
Suburban Express from Hampton..... 7.15
Express from Sussex... 8.35
Express from Montreal and Quebec... 11.50
Express from Halifax and Pictou... 17.00
Express from Halifax... 18.35
Suburban Express from Hampton... 21.55
Accommodation from Point du Chene and Moncton... 14.15

All trains are run by Eastern Standard Time. Twenty-four hour notation.

D. POTTINGER,

General Manager
Moncton, N. B., March 5, 1901.