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**I. O. F.**—North Star, No. 48, meets in O'Connell's Hall every Tuesday 8 p. m. W. J. Miller, N. G. I. W. Stevens, R. Sec'y.  
**I. O. F.**—No 641, Court Rosignouche, meets last Monday of each month. Rev. R. J. Coleman, C. R. A. A. Andrew Sec'y.  
**L. O. L.**—Gaulth, W. M., David Kierstead, R. S. Nights of meeting 1st and 2nd Thursday.

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## EV

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TUESDAY, MAY 19th 1903.

What if there were ticks in that seat Winston Churchill has found in Dundee?

Even though the Bass Rifle did not kill it, the tick is still there and does not seem to be the Star weapon.

There's no use in crying over spilled milk in Quebec nowadays. Most of it contains all the water it can carry.

Muir, the murderer was captured by the chief of Police of Arthur, Ont. Chief de all Route will have to look to his laurels.

Brass bands have raised their price for poodles. This means that it's an election year and a little music money is neither here nor there.

Rare American coins are offered for sale at an auction being held today, a despatch tells us. "Spouse they mean the In God We Trust brand."

The departmental committee of the Irish Board of Agriculture recommends that the crown quit rents in Ireland which yield \$300,000 yearly shall be applied to the reforestation of Ireland.

Miss Bronislava Machowskyewich, a lady of Philadelphia, will shortly become Mrs. Szymow, and the city directory people will no doubt be glad of it.

Sir Hilbert Tupper has declined the nomination in Vancouver. Clearly the temperature in British Columbia is not warm enough to allow of going without a coat.

A man recently rolled a barrel of water or two miles to win a bet and get a barrel of whisky. In a short time we may have to go farther than that to get whisky.

Our legislators at Ottawa are divided religiously as follows: Of the 200 men in the Senate and the House of Commons, 182 are Protestants and 107 are Roman Catholics.

One cent drop letters now in the cities. The prosperity of the Post Office Department under Liberal rule enables the Government to remit one more of the taxes placed upon the people by the Tories.

Mr. Bryne, Dr. Sormany, Dr. Landry, Mr. McLeod, and Col. Sheridan, were among the new members who made their maiden speeches Wednesday in the legislature and all the gentlemen create a favorable impression. The members for Gloucester especially held the attention of Mr. House and Mr. Byrne administered some hard knocks to the government on the new highway bill.—Fredericton Herald.

The Commercial value of the Irish language has been definitely established by the Registrar of Trade Marks. He has just refused the application of a firm of their merchants in South Wales for the registration of the word "Shinnet" as a trade mark. Opposition was lodged by the Irish Industrial Development Association. The Opposition was based on the ground that the use of an Irish word was calculated to mislead people in Ireland in the belief that the flour was milled in Ireland. This contention has now been upheld.

## MILBURN'S

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Don't grouch! Even spring house-cleaning muffs have an ending some time.

Thousands of gallons of lager beer took fire in Montreal recently. Some of the firemen were overcome by the fumes. That's a good word.

FREDERICTON, Saturday.—It is believed here the House will adjourn the first week in June. The budget debate will be continued in the legislature to-morrow and will probably finish Tuesday.

The following interesting sketch appeared in a recent number of the Railroad Trainman's Journal. The writer is Mr. Felix J. Koch.

With the various American railways vying, one with the other, for records for speed and the like, it is a rather interesting pilgrimage to make, to repair to the home of the first railway on the continent, and as best one can, to retrace the line of track.

Almost unknown indeed, is the fact that our first American railway had its course laid for it in Canada, in Nova Scotia, to be exact—out of the town of New Glasgow toward Stellarton.

Today the route is transferred by an electric line, running primarily to the Atlantic coast, one of the noted mines of Nova Scotia. The track in parallel to a country road and incidentally a modern railroad track as well. You are carried into a valley of open fields and then among quaint red miners' houses built double. It is seven miles from Stellarton to New Glasgow by this route. Far hills are seen, sloping to the mist, ahead is the mine with its buildings of unimpeachable black. Otherwise there is only open country.

The miners' homes, however, vary the monotony. They have gable roofs, a decided overhang, as the curtains, behind the queer multi-partite windows. The door, too, into each house, opens in a rather rounded and protruding half-way, where plants are set, the vestibule serving to keep out the cold in the winter. Coal piles stand high about and then you are crossing the track of the old railway.

By and by you are at the mine. But this is a tale in itself. You are rather more interested in the railway, and the traditions that survive as regards it.

The first railway in America, according to local authorities, began at the old Ford mine near Stellarton running along the river for probably six miles.

The last, train over the route made the course in 1859. Then the railway was abandoned, there being no more shipping done over it after once the Ford pit was closed because of water.

The old pit is half full of water now, and a half-dozen of men remain buried in the river-bank since that time.

The railway had been built by the mine company in 1838, and was owned by it.

The oldest engine of America's railways, as many will recall, was sent to the World's Fair in 1853. It was returned to Canada, and is now in Montreal. It was desired at that time that the first engineer should accompany it to Chicago, but this his age forbade.

The old man, Davis by name, lived at Stellarton, and he was to be the first to drive the train over the new line, and he, too, has trekked to parts unknown.

Officially speaking, the first railway in America, ran from Fort Pitt through New Glasgow to Abernethy, a distance of nine miles. In this nine mile grade there was a stretch of four inches—so it was at first thought impossible for a train to cover the "climb".

Local coal was used in the engine and this was fired at the front, the tender being at the front of the locomotive.

Boys—one recalls from some of their boys—who are now old men at New Glasgow—were wont to jump on and off the old train—an indication of its speed, speed. The road is believed to have been actually built with English capital, and no expense was spared. Every curved corner, for example, was built of dressed stone.

On gala days the train carried one passenger coach, for the directors this, otherwise was fitted for freight only.

Part of the old cradle rails, on which it ran, survive. These, the locomotive, the rails were set up on what resembled a chair—clear over the sleepers however. Trains out of New Glasgow will run over the old sleepers, as they get just beyond the bridge. Part of the old track, too, is utilized by a local coal dealer, Munro by name, who handles the New Arcadian coal. Over this section a picturesque shunting engine is operating.

Later, two locomotives were run on the line where the 'Sampson' had been the first owner. Then the line became more cosmopolitan, until it had to make way for a better.

And the town of the first railway—New Glasgow—Railways at the beginning do not seem to have proved the 'march of time' if one would judge by it. Almost as it was then, so now, New Glasgow is a quiet, rather fascinating country town. There are the usual neat country stores, such as one finds all over Nova Scotia towns—outlined against the dull grey skies that prevail even in July in this province—when the thermometer hovers around sixty degrees. Today the Canadian government railway runs through it—it is a hundred and five miles to Halifax.

## POINTED PARAGRAPHS

Character begins in the cradle.

Where love is we forget labor.

The angel's song can always be heard the lowly.

You cannot keep the joy you will not share.

The bonds of a good home are forged in heaven.

Your sympathies determine the breadth of your life.

The wise know enough to sacrifice a good deal of wit.

The heart frozen with selfishness is sure to be fruitless.

Faith in God may be marred by good feeling for men.

Many a church is praying for a shower that needs only a thaw.

Halving another's sorrow is a sure way of doubling your own joy.

The best cure for the blues is to try to be a blessing to some one.

If you cannot find the divine everywhere you will find it nowhere.

No man ever repaid any more happiness than he was willing to sow.

The hand does not reach very far nor very helping without the heart.

Often it is the pull on our heart strings that gives us our biggest lift.

Often it is the pull on our heart strings that gives us our biggest lift.

The best way to lead one to heaven is to help him to a good home here.

The tear of pity is a good thing but it doesn't go far in a thirsty world.

Inviting men to your firelight may be as much good as inviting them to your faith.

MONTREAL, Saturday.—His Eminence Cardinal Logue, Primate of all Ireland, reached Montreal this morning, and was met by Mayor Payette and Archbishop Bruchet.

After Mass at the Archbishop's palace, Cardinal Logue cordially received the representative of the Star, and expressed his great delight at this trip to and about Niagara Falls.

Discussing the more serious topic of home rule, His Eminence remarked that all Ireland are bound to get it, but he felt they would be satisfied with something less than the fullness of the home rule that Canada enjoyed.

ST. JOHN, Sunday.—A man, whose name is withheld by the police, was relieved of his valuables Monday night in a house of ill-fame kept by Amelia Francis, Sheffield Street. His loss was reported to the police with the result that the house was raided Saturday night and three women and one man arrested.

MONTREAL, Saturday.—The 24th anniversary of the founding of St. Andrew's Presbyterian Church was celebrated today. Rev. Dr. Barclay, of St. Paul's, Montreal, conducted both services.

The 50th anniversary of Leinster Street Baptist Church was celebrated today. Rev. W. E. Kelly, a former pastor, presided at both services.

MONTREAL, Saturday.—The Monumental National was crowded to the doors last night at a meeting held under the auspices of the Young People's Catholic Association to increase the use of the French language. The idea of the Association is to have all railway time tables published in French as well as English. Prominent among the speakers were: Mr. Henri Bourassa, the late member for Labelle, and Mr. Armand Lavergne, M. P.

WILL ATTEND CONCERT. (Special News Service.)

LONDON, Friday.—The boys of the Boys' Brigade, travelling from Camborne, Cornwall to London will attend the Empire concert conducted by Dr. C. A. E. Harris at Ottawa on Empire Day, by invitation of Oliver Wethered, of British Columbia.

MIDDLEBURY Vt. Saturday.—While canoeing in Otter Creek tonight, Miss Faith Powers, of Bonnington, was drowned and her companion, Izan Winslow, of Nashua, senior in Middlebury College narrowly escaped a similar fate. Miss Powers was 23 and a graduate of Middlebury in 1902.

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