

\*\*\*\*\*  
THE WEATHER.  
\*\*\*\*\*  
Moderate to fresh to north-  
west winds, fine and warm to-  
day and on Wednesday.  
\*\*\*\*\*

# The Daily Herald.

\*\*\*\*\*  
LADIES: Have you tried the  
Herald's fashions? Ten cents  
buys the pattern. Fill out the  
coupon and return it with the  
amount.  
\*\*\*\*\*

VOL. XI

FREDERICTON, N. B., TUESDAY, JUNE 26 1905

NO. 149

## FURNITURE.

**George McMullin,**

GENERAL FURNITURE UPHOLSTERER, ANTIQUE  
FURNITURE REPAIRED AND POLISHED.

Cor. King and Regent sts.

## NEW TIRES.

The fact that we do a big Tire Business is a guarantee  
that you get new goods. As we have them  
arriving every week from the factory.

'Phone 352 **WM. C. BURTT,** F'ron, N. B.  
THE BICYCLE MAN.

## When in Town...

CALL ON

## J. F. VanBuskirk's

Warerooms, Phoenix Square,

And see his stock of PLOWS, HARROWS, CARRIAGES,  
HARNESS, etc. We buy for spot cash and our prices are  
the lowest.

Call and examine our CREAM SEPARATORS. Send  
your orders for FERTILIZER.

**J. F. VanBUSKIRK**

## COUNTLESS TOILET PAPER ROLLS.

TEN CASES NOW IN STOCK,

By the case at Manufacturers prices.

**GEO. Y. DIBBLEE,**

PEOPLE'S DRUGGIST, - - opp. City Hall.  
Fredericton's Leading Drug Store.

Sole Agent in Fredericton for Burpee's Seeds.

## Sundaes

## College Ices Ice Cream Soda

Made with pure Cream Ice Cream, Made right,  
Served right Are right.

**C. Fred. Chestnut,**

APOTHECARY, F'ron, N. B.,

THE QUALITY STORE.



(SEE OUR BEAUTIFUL  
LINE OF

## Rings and Jewelry

OF ALL KINDS, ALSO FINE  
LINE OF GOODS, SUITABLE  
FOR WEDDING PRESENTS.

**F. E. BLACKMER**

Opp. Normal School

Tel. 423

## GOLD DISCOVERED.

### Excitement at Chatham-North Shore and Moncton Men Here Taking Out Claims.

Moncton Transcript.—Has gold been  
found on the line of the I. C. R. at  
Chatham Junction? is the question  
which is interesting many minds at  
the present moment.

During the past week Mr. W. A.  
Davis, of the I. C. R. water service,  
had a gang of men boring a well at  
Chatham Junction on the railway  
property and a short distance away  
from the railway station. They bored  
an eight inch hole to a depth of  
some 250 feet. On Wednesday last  
Mr. Benjamin Tucker took up the  
steam pipe and tested the hole. The  
pump was running ten hours consecu-  
tively, and pumped sixty gallons a  
minute during the whole of that time  
without any signs of exhaustion. But  
the water is the least interesting fea-  
ture of the result.

Stories became current on Satur-  
day night, that gold had been found  
in the boring, but the employees, as  
so reticent, they have not only failed  
to inform their principals of the dis-  
covery, but hesitate in making pub-  
lic information.

With considerable difficulty the fact  
has been verified, that signs of gold  
were found. Mr. Benjamin Tucker  
has a small sample of sand in which  
there are traces of apparent gold.  
Mr. Frank Jonah, an I. C. R. brake-  
man brought down from the same  
place on Saturday night a large par-  
cel of the grit pumped up. This grit  
is under the circumstances mixed, and

evidently contains matter from several  
strata.  
In the parcel there are traces of oil  
sands, also conglomerate and also  
quartz, and it is in this pulverized  
quartz that the gold appears. The  
traces of gold in the quartz is quite  
rich.

#### CLAIMS TAKEN UP.

(The first news of the find referred  
to above was received from Chatham  
yesterday in a telephone message  
from Premier Tweedie. Mr. John T.  
Rundle of Boiestown arrived by the I.  
C. R. at noon yesterday and made  
application at the crown land office  
for one hundred mining areas in the  
vicinity of Chatham Junction. Soon  
afterwards Trackmaster Grass made  
application for fifty areas and Con-  
ductor John Verxa for twenty areas.

An application was also received  
from Moncton parties for fifty areas.  
Today Messrs. Warren C. Winslow  
and F. M. Tweedie arrived from  
Chatham and made application for  
two hundred areas.

Samples of the sand taken from  
the well were shown to Dr. Bailey,  
and an examination which he made  
disclosed particles of gold.

The discovery is looked upon as a  
very important one, and it is ex-  
pected there will be a big rush for  
mining claims during the next few  
days.

## DEAF MUTE KILLED.

### Horrible Accident on Intercolonial—Victim's Remains Terribly Mangled.

Sussex, N. B., June 26.—(Special)  
—At 5.52 p. m. o'clock this morning  
two miles west of Penobscis, Free-  
man Leaman, a deaf mute, was  
struck and instantly killed by Con-  
ductor J. W. Cole's west-bound mi-  
litary train. Driver Demille seeing  
that the man did not notice the train  
blew the whistle and slowed down.

Leaman, who was walking towards  
the train, stepped off the track and  
looked behind him. He then stepped  
back on the track and walked on  
towards the engine.

At this time the engine almost up-  
on him, the engineer seeing he still  
did not notice the train, tried to

stop, but too late.  
The man was thrown five feet to  
one side of the track. Both his legs  
were broken and his face smashed  
almost beyond recognition. The un-  
fortunate man was almost  
opposite home. A widow and four  
small children survive. He was 55  
years of age.

Coroner Burnett held an inquest at  
10 o'clock this morning over the body  
and the jury returned a verdict ab-  
solving the railway men from blame.

Merritt Leaman, father of the de-  
ceased, was killed in a mill last win-  
ter in Elgin by falling on a circular  
saw and being cut in two.

## THE HOUSE TODAY.

### Railway Subsidies Under Discussion—The North Renfrew Vacancy.

Ottawa, June 26.—(Special)—The  
fact that a vacancy existed in North  
Renfrew, owing to the death of Hon.  
Peter White, was called to the atten-  
tion of Sir Wilfrid by Mr. George  
Taylor.

The prime minister said the matter  
was one exclusively under the control  
of the Speaker.

Mr. R. L. Borden, was told that  
the government would be able to  
state whether it would go on with  
usury bill this session after the sub-  
committee on the bill had reported  
to the house.

On going into committee on the  
railway bonus resolution, Mr. Em-  
merson said there were no new bon-  
us, all the items were revotes.

Mr. Uriah Wilson wanted revoting  
stopped. The companies should earn  
their subsidies within the time lim-  
it.

Mr. Emmerson said that the com-  
panies had been so busy building  
railways lately that some of them  
could not get money or organization  
to get started earning their bonuses  
within the time limit.

## DOUBLE WEDDING.

### Two Daughters of Prosperous Westmorland Farmer Led to Matrimonial Altar.

College Bridge, N. B., June 26—  
(Special)—A double wedding event  
was celebrated here today at two  
o'clock, the two daughters of Mr.  
and Mrs. J. Hazen Smith a prosper-  
ous farmer here, being the brides and  
Mr. McCabe of Truro an I. C. R. en-  
gineer and James McKenzie of the  
Robb Eng. Co. of Amherst, the  
grooms.

The dual ceremony was performed  
by Rev. B. H. Thomas, in the pre-  
sence of a large company of invited  
guests.

The bridal costumes were unusually  
attractive and a very elaborate col-  
lation was served after the ceremony.  
The elaborate display of wedding  
gifts attested the popularity of the  
parties.

## RAILWAY NOTES.

### Well Deserved Promotion on I. C. R.— The Suburban Train.

The suburban train which runs be-  
tween this city and Marysville, Chas.  
Sterling conductor, has been put in  
first class condition and now takes  
precedence over the express and  
freight, yesterday the express from  
Loggieville was an hour late, arriv-  
ing from Chatham and was compelled  
to take the siding that the suburban  
might have the right of way. A new  
car for the suburban will shortly ar-  
rive from Moncton.

The C. P. R.'s evening train now  
make the run from this city to St.  
John in exactly two hours. A few  
nights ago the Boston express made  
the run from Fredericton Junction to  
St. John in one hour and one  
minute.

The I. C. R.'s new train, the Ocean  
Limited, resumed her trips yesterday.  
The many friends of Mr. Murray  
Jewett who has been filling the posi-  
tion of brakeman on the  
Intercolonial Railway suburban  
train for the past eleven years will  
be pleased to hear that he has been  
promoted to baggage-master on the  
I. C. R. express and goes on duty to-  
morrow, going out on the 5 o'clock  
trip.

Mr. Jewett has always been  
very popular with the travelling pub-  
lic and those who daily travel on the  
suburban will be sorry to lose their  
genial friend although they are  
pleased at his promotion.

## FOR CAMP SUSSEX.

### Local Companies of 71st Left the City Early This Morning.

Nos. 1, 2, 3, 4, and 7 companies of  
the 71st York Regiment, in com-  
mand of Capt. and acting Major H.  
F. McLeod, left for Camp Sussex  
by special train at five o'clock this  
morning. The companies, which were  
all fairly well up to strength, paraded  
on the barracks square at four  
o'clock, and were played to by the  
band of the corps, which also went to camp. Major  
McLeod was mounted on a handsome  
charger and rode proudly at the  
head of the column. The men were  
in heavy marching order and made a  
fine appearance.

No. 5 Company of the 71st board-  
ed the train at Fredericton Junction  
and 3 Company of Stanley travelled  
by way of Chatham Junction.

Advance parties from all the corps  
went to Sussex on Monday to get  
the camp in readiness for the troops.  
There will be about two thousand men  
under canvas, representing all arms  
of the service, and the camp will not  
break up until July 7th.

## LIGHTNING KILLED HIM.

Amherst, N. S., June 26.—A se-  
vere electrical storm passed over  
Cumberland Sunday evening causing  
one death and destroying several  
buildings at Springhill. The Orange  
Hall on Thorpe Road was struck by  
lightning and Ezra Stack, miner,  
who was standing in the doorway for  
shelter, was instantly killed, and  
John Fraser, who was standing be-  
side him, was stunned by the shock  
and is still unconscious. The build-  
ing was wrecked but did not catch  
fire.

Stack was 30 years old and leaves  
a widow and two children.  
A house was struck and damaged  
at Oxford; a barn belonging to Wm.  
Thompson was struck and destroyed  
at the head of Amherst. The house  
belonging to Mrs. Benson Smith was  
set on fire and partly burned. Many  
telephones are burned out.

## STRATHCONA'S POSITION.

Ottawa, June 26.—(Special)—At  
today's meeting of the public ac-  
counts committee, several telegrams  
and letters were read from Lord  
Strathcona, in reference to the North  
Atlantic Co.'s Trading contract.

His Lordship endeavoured to make  
it clear that he was not in symp-  
athy with the contract, although he  
consented to it, but was only acting  
for the department. He had  
nothing to do with originating it.

He makes no objection to the gov-  
ernment for withholding the names  
of the company, but upon that point  
he has nothing to say.

## MEN DISCHARGED.

St. John, June 27.—(Special)—  
Judge Ritchie in the police court this  
morning gave judgment in the case of  
Henry Hilyard against two of the  
striking millmen on the charge of in-  
timidation.

Some days ago the strikers went to  
Hilyard's mill and endeavored to  
persuade some of the men to quit  
work.

Mr. Hilyard accordingly laid a  
charge of intimidation, but the magis-  
trate this morning held there was  
no evidence of violence or threats of  
violence, and consequently the in-  
timidation charge could not hold. He  
discharged the men.

There is no change in the mill  
strike today.

## THE CONFERENCE.

### A Few More Changes in the Station Sheet— A Couple of Financial Reports.

#### TUESDAY MORNING.

The stationing committee of the  
Methodist Conference met this morn-  
ing and made the following changes:  
Rev. I. N. Parker by the request  
of his people, remains at Hillsboro;  
Rev. A. D. McCully goes to Bath-  
urst, R. Opie to Buctouche, J.  
B. Young to Richibucto, A. Lucas  
to Keswick and F. Frizzle, who  
is at present at Keswick, was grant-  
ed a leave of absence on account of  
sickness in his family.

#### PARSONAGE AID FUND.

The treasurer presents the follow-  
ing report:  
Income—  
Balance from last year ... \$ 1.33  
Int. on mortgage and loans ... 158.15  
Total ... \$159.48

#### EXPENDITURES.

1905  
Nov. 22 Paid to Campbellton  
circuit ... \$ 75.00  
Jan. 29, 1906 Paid to Camp-

bellton circuit ... 30.00  
June 25 Paid to Campbellton  
circuit ... 54.00  
Postage ... 25  
Balance on hand ... 23

\$159.48  
SAMUEL HOWARD,  
Treas.

#### UNION CHURCH RELIEF FUND:

Districts Receipts.  
St. John ... \$20.65  
Fredericton ... 16.20  
Woodstock ... 10.25  
Chatham ... 9.00  
Sackville ... 15.90  
St. Stephen ... 7.50  
Charlottetown ... 11.10  
Summerside ... 9.40

June 1906—  
Remitted Gen. Treasurer ... \$99.70  
Postage ... 30

\$100.00  
The net debt on the Union church  
relief fund in July 1905 was \$17,873-  
44.  
CHAS. H. PAISLEY,  
Treasurer.

## TRANSCONTINENTAL.

### Member for Carleton Succeeds in Having St. John Branch Included in G. T. P. Company's Bill.

### Put up a Strong Plea Incidentally for the Valley Route.

Ottawa, June 26.—Mr. Carvell, Car-  
leton Co., made another vigorous and  
successful fight in the House yester-  
day for restoring the G. T. P. branch  
line to St. John. He took exception  
after quoting Mr. Emmerson's speech  
in the St. John Telegraph, to the  
argument made by the minister of  
railways the other evening in support  
of the bill. The minister said that  
the company was morally bound to  
build a branch to St. John under the  
original charter, and Mr. Carvell re-  
peated the idea of a corporation  
doing it merely because they were  
morally bound to do so. It was very  
difficult to get railway companies  
to do what they were compelled to  
do under the statute, and some times  
suits had to be taken for this pur-  
pose.

#### "MORALLY BOUND" IS NOT ENOUGH.

"Whoever heard," added Mr. Car-  
vell, "of any company doing any-  
thing because they were morally  
bound to do so? The minister can-  
not find anything between the four  
corners of the G. T. P. agreement  
with the government to build this  
branch. There are something like  
fifty or seventy miles of a handicap  
against St. John in favor of Port-  
land and it was necessary to see  
that every step was taken to pre-  
vent the freight being diverted to  
the American port. The only pos-  
sible way that you can do this is  
by a line down the valley of St.  
John, where there will be the easiest  
grades and fewest curves. The sur-  
veys showed this. By the back route  
there would be 1,700 feet of hills to  
climb while on the river route from  
Grana Falls to Fredericton, a dis-  
tance of 140 miles, by adding to-  
gether all the small momentum grades  
2, 3 or 10 feet, the total will not  
exceed 150 feet.

"There will be a branch route from  
Fredericton to St. John. If the  
back route is taken there must be a  
branch from Grand Falls to St.  
John. There are other routes be-  
sides Chipman to St. John." He  
was not wedded to Chipman. He  
would leave it so that any other  
route could be selected.

Mr. Carvell proceeded to say that  
the minister stated he had not taken  
the course he did individually. The  
inference was that it was the policy  
of the government. He (Carvell) in-  
quired in a quarter which was gener-  
ally correct, and found that the  
government had no policy on the  
subject. But he was willing to be-  
lieve that the minister, in differing  
from him, was actuated by what he  
thought was best for the Province.  
Nevertheless, he (Carvell) believed  
it was not in the interest of the  
Province nor in the interests of the  
railway company that this branch

should be struck out. The reasons,  
he said, which the minister gave were  
not satisfactory.

#### ADMITS G. T. P. IS NOT BOUND.

Mr. Emmerson admitted that there  
was no clause in the agreement com-  
pelling the Grand Trunk to build  
from Chipman to St. John, but it  
was their interests to do so. But  
there was no clause in the original  
contract compelling the construction  
of any of the branches. But apart  
from that, the agreement involves  
the construction of a branch from  
Chipman to St. John. The member  
for Carleton would have to remember  
that the subject was discussed fully  
in the House at the time the G. T.  
P. contract was before parliament.  
The premier then, as well as others,  
pointed to the fact that a branch was  
to be built to St. John. It was well  
understood that the company was to  
build the road. At the same time  
it was pointed out that the traffic  
would be such as to require the I. C.  
R. to be double tracked from Mon-  
cton to Halifax. It was distinctly  
stated that the G. T. P. would  
build from near Chipman to Nor-  
ton and then to St. John.

"The leading members of the com-  
pany say that they are under obliga-  
tion to build to St. John. I have  
no doubt," said Mr. Emmerson,  
"that they will do so and therefore  
it is only jeopardizing the proposi-  
tion by placing this responsibility up-  
on another company."

#### CARVELL'S AMENDMENT CAR- RIES.

Dr. Daniel supported the amend-  
ment proposed by Mr. Carvell. He  
could not see how the placing of the  
branch in the bill would in any way  
injure the chances of building the  
line.

A standing vote was taken in com-  
mittee and the amendment of Mr.  
Carvell was carried by 44 for to 20  
against.

"The Grand Trunk branch lines' bill  
was again considered at the evening  
session. An amendment imposing the  
same obligation on the company as  
was imposed upon the G. T. P. was  
defeated.

The bill was then reported and  
stands for its third reading.

## THE STOCK MARKET.

Montreal, June 26.—(Special)—  
There was some uneasiness in the  
stock market today, but the volume  
of liquidation was not strikingly  
heavy.

The quotations were:  
Dominion Iron bonds, 86½ to 87½.  
Toronto Railway, 117.  
Montreal Power, 97 to 98½.  
Havana, 47½.  
Detroit United, 93½.  
Mackay, 72½.