

The Daily Herald.

VOL X:1

FREDERICTON, N. B., WEDNESDAY, OCTOBER 9, 1907

NO. 235

Ladies' Furnishings
Ready to wear
Garments

E. A. O'BRIEN & CO.

Ladies' and Children's
Winter Coats
At Extra Low Prices

DRESS GOODS. DRESS GOODS

A Big Variety of Newest Dress Materials for
Fall or Winter Wear

Also a Nice Line of Cloths for Ladies' and
Children's Coats.

Rainproof Cloths \$1.35, \$1.50 Per Yard

Ladies' Coats

Children's Coats

Ladies' Suits

Ladies' Skirts

All Good Fitting Garments, Prices Very Low.

We want your trade and will save you
money.

Mail Orders Attended to Promptly.

E. A. O'BRIEN & CO

Agents for Fowles Gloves.

5 per Cent off Your Purchase.

Wall Paper

Our new stock of Wall Paper is now all in. Newest
Patterns Border same price per roll. See ours be-
fore you buy, we can save you money.

BOSTON 5 and 10
Opposite Soldiers' Barracks.

R. G. LEE & Co.

Wednesday, Oct. 2nd

IN STOCK TO-DAY

50,000 Bouquet Cigarettes,

FACTORY PRICES.

Geo. Y. Dibblee,

PLES' DRUGGIST.

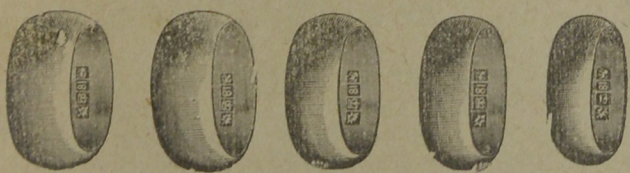
OPP. CITY HALL

*Chestnut
says*

"Goodness in COLD CREAM means a pure product
A Cream that is not prone to become rancid, A pleasant
odor that lasts as long as the Cream itself, smoothness
no lumps, no grittiness. All these are characteristics
of our IMPERIAL COLD CREAM. 15 and 25 cents."

"THE QUALITY STORE." 572 Queen Street.

Friendship, Engagement
and Wedding Rings



Beautiful Line of Silverware, Cut Glass, Clocks, &c., suitable for
Wedding Gifts.

F. BLACKMER

Opposite Normal School

QUEEN'S BIGAMY CASE.

Little and His Colored Affinity Sentenced to
Dorchester by Judge Wilson.

SOMETHING ABOUT LITTLE'S CHECKERED CAREER.

Judge Wilson returned from Gage-
town by boat yesterday where James
A. Little and Eustace Hoyt colored
were brought before him to have
their election as to how they would
be tried before the county court judge
under the provisions of the speedy
trial act with a jury, or at the
prison sitting which opened at
Gagetown Tuesday, Mr. Justice Mr.
Leod presiding with a jury.

The prisoners were brought before
Judge Wilson at 10 o'clock in the
clerk of the Peace's office and elected to
be tried before him without a jury.
Upon being arraigned they both pleaded
guilty to the charge of bigamy,
whereupon the judge sentenced Little
to the penitentiary at Dorchester for
a period of five years and Eustace
Hoyt to the same place for a period
of two years.

It is not very often that there is
found in any civilized community
a more degraded and brutal char-
acter than the facts of his life proved
this man Little to be.

He is a son of the late Dr. Little, a
Scotch physician who settled at Upper
Jemseg, married a Miss Fowler of
respectable connections and practiced
his profession in that place and sur-
rounding country with great success.
Dr. Little raised a large family of
sons, and daughters to all of whom
he gave what education the schooling
of the country at that time afforded
and all of whom did fairly well in
life except James.

This James Little married into
a respectable family by the name of
Clark forty-four years ago and

raised a large family one of whom,
a daughter, is married, and another,
a son, is a Baptist minister having
a charge somewhere in the United
States. His wife Eunice Little is
still living at Upper Jemseg where
she was married. She separated
from her husband some years ago
and has been since, earning her own
living. Little has been moving about
from one place to another in the
province for many years having no fixed
place of abode. This is the same
Little that was charged with burn-
ing the house at Lakeville Corner
some years ago in which three peo-
ple lost their lives and was dis-
charged for want of evidence, but it
is believed by the people of that vic-
inity that he was guilty of that
terrible crime.

In the month of August last he
turned up at Oromocto in Queens
County and paid his addresses to Miss
Eustace Hoyt a colored lady who
already had a husband living at
Woodstock N. B.

He finally persuaded her to go with
him to the parsonage at Gagetown
where they were married by the Epis-
copal minister, after which he went
to reside with his bride beneath her
father's roof, until the heavy hand of
the law lodged him in goal at Gage-
town charged with Bigamy. Com-
plaint is often made of the laws de-
lay. There was none in this case.
Judge Wilson opened his court promp-
tly at 10 o'clock. The prisoners were
at once brought before him, and at
10.30 they were back in goal under
sentence to the Penitentiary.

IMPORTANT QUESTION.

Paper Manufacturers Ask Government to
Stop the Export of Pulp Wood.

OTTAWA, Ont., October 8.—(Spe-
cial)—The Canadian manufacturers of
pulp and paper waited on the Dom-
inion government today and asked
that the export of wood pulp be
prohibited. The delegation repre-
sented the pulp and paper section of
the Canadian Manufacturers' Associ-
ation, and presented the views of
that body.

J. D. Roland, president of the Can-
adian Manufacturers' Association;
Mr. Rowley, of the E. B. Eddy Com-
pany; C. R. Riordan, president of
the pulp and paper section of the
Manufacturers' Association, F. J.

Campbell, of the Canada Paper Com-
pany; H. Beamans, F. Belgo, of the
Canadian Manufacturing Company; L.
Armstrong, of Grand Meere, Quebec,
and Albert McLaren, of Buckingham,
Ont., comprised the delegation.

Sir Wilfrid Laurier, Hon. W. S.
Fielding and Hon. William Patterson
received the delegation in the Pre-
mier's room. The delegation pointed
out that if the export of pulp were
prohibited the Americans would
come to Canada and develop the pa-
per industry of the Dominion instead
of depleting the forests by taking
away the raw material.

THE STOCK MARKET.

Prices Still Declining but not Much
Liquidation.

MONTREAL, October 9.—(Special)
—Declines were general in the stock
market to-day, but the volume of
liquidation was extremely limited
with the exception of Dominion Steel
about which there was conflicting
rumors, there was no pressure to
sell any particular issue.

Reports that bears were gunning
for recent pool purchases in steel are
doubted, as it is stated on good au-
thority that 7,000 shares have been
bought and put away for a long pull.
Steel Common sold at 18½, but
bonds were better at 74½, compared
with 73½ yesterday.

Montreal Street, which today de-
clared a regular quarterly dividend,
was also lower at noon. Dominion
Coal pld., sold at 95, and Lake of
the Woods Mining at 73½ to 73.

LOOKING FOR CONVERTS.

Elder Miner of the Holy Ghosts has
Returned Home.

ST. JOHN, N. B., Oct. 9.—(Speci-
al).—Elder George H. Miner, rep-
resenting the Shilohites, or Holy
Ghosters, the religious sect founded
by Elijah Sanford, was in the city
today, on a trip to gain converts
and has returned to Maine. A num-

ber of converts have been secured in
New Brunswick who will follow him
later. Miner is a New Brunswicker,
and at one time resided in Frederic-
ton.

DAMAGE BY STORM.

Furness Line Steamer had a Rough
Experience.

HALIFAX, N. S., October 9.—(Spe-
cial)—A heavy southwest gale which
raged here from yesterday afternoon
until nearly midnight is reported to
have caused considerable damage all
along the coast, especially to fisher-
men's boats and gear.

The schooner J. H. Ernest was
driven ashore at New Campbellton
C. B., and is badly damaged.

The Furness liner "Halifax City,"
from Liverpool via St. John's, New-
foundland, reached port today and
reports the storm to have been ter-
rific outside yesterday. The ship was
tossed about badly.

MARRIED IN THE WEST

The marriage took place at Winni-
peg on Tuesday of Mr. Harold H.
Parlee of Edmonton, Alberta, to
Miss Halburton Ogden, daughter of
Mr. William Ogden of Sackville, N.
B. The bride was a very popular
young lady in her home community
and before leaving for the west a few
days ago was the recipient of many
tokens of esteem. Mr. Parlee was
formerly of the legal firm of Fowler,
Jonah and Parlee, of Sussex and
went west about a year ago.

A VALUABLE ASSET.

Central Railway Inspected by Members of Legislature
and Others and Found in First Class Condition.

(St. John Sun.)

Contending against as unfavorable
weather as might well be imagined,
the visit of a body of representative
citizens yesterday to the Central
Railway and Minto mines, guests of
the commissioners under the local
government, Senator King and Geo.
McAvity, was a success. Fifty-four
made the trip from this city, while
quite a number of others joined the
party along the route. The unani-
mous opinion of the visitors was that
the Central Railway is now in first
class condition and it was also the
general opinion that the road is a
valuable asset of the provincial gov-
ernment.

Notwithstanding the unfortunate
weather, the visitors were convinced
from what they saw that with the
great future of the coal industry in
the section served, this road even run-
ning as a branch line as at present should
unlike most of the smaller lines, be
a decidedly good paying proposition,
while during the construction of the
Transcontinental, and afterwards as
a trunk line for through freight, its
possibilities of usefulness seem al-
most unlimited.

There was a general expression of
surprise at the magnitude of the
operations which were going on, and
the reconstruction work which has
been effected. The name of "Busy
Chipman" was found to be well ear-
ned, while at Minto there is a regular
boom and houses are being built for
the workmen by the score.

At Minto eight mines were found
constantly being worked, with an
output of 200 tons a day. The crying
necessity of the district is for more
working men. If the mines were pro-
perly manned there is no doubt that
their capacity could be increased to
500 tons a day. The same scarcity
of labor has been a difficult problem
which has confronted the commis-
sioners and Manager Hunter. This
lack of men together with the un-
favorable weather during the whole
summer, has prevented the line being
entirely put in proper shape before
this winter, as has been expected.

WHO WERE THERE.

The following were those who yes-
terday made the trip over the line as
the guests of the commissioners: Col.
H. H. McLean, Dr. J. M. Smith, J.
H. McRobbie, president of the Board
of Trade; W. E. Foster, vice-presi-
dent; R. B. Kessen, general manager
of the Bank of New Brunswick; Geo.
Robertson, M. P. P.; Sheriff Ritchie,
Capt. E. C. Elkin, E. M. Shadbolt,
manager of the Bank of Montreal; J.
W. Daniel, M. P.; Hon. C. J. Osman,
Hon. C. W. Robinson, premier of the
province; J. B. Gogain, M. P. P.;
Gilmour Brown, D. J. Brown, T. B.
Blair, W. B. Farris, J. B. Cudlip, Dr.
Peake (Sunbury), L. R. Ross, H. M.
Hopper, A. W. Adams, J. W. W.
Lawlor, J. Morris Robinson, Charles
Nevis, Dr. Ruddick, M. P. P.; F.
B. Francis, manager of the Bank of
Commerce; F. M. Tweedie, W. C.
Winslow, Chatham; J. T. P. Knight,
secretary of the Canadian Bankers'
Association; Hon. L. P. Farris, who
was among those who joined the
party along the line; G. C. Scovil,
M. P. P.; Isaac Carpenter, M. P. P.;
Moses Burpee, Hugh Balcom, C. E.;
Hon. James Barnes, Dr. Keith, H.
P. Robinson, Jas. Pender, Manager
Sherwood, of the Albert Railway;
S. H. White, T. Hartt, M. P. P.; J.
F. Tweedie, M. P. P.; Victoria;
Dr. Hay, T. P. Hetherington, N.
Foster Thorne of the Carleton Sen-
tinel; J. D. McKenna, of the Sus-
sex Record, and representatives of
the St. John newspapers.

The guests were greeted at the
Union Depot by Mr. George McAvity
and by Manager Hunter. Senator
King, the other commissioner, joined
the party at Chipman. A special car
attached to the day express leaving
at 7.15 conveyed the party to Nor-
ton.

At Norton the visitors' cars were
taken up by a special. As the I. C.
R. was left behind, the visitors, to
the majority of whom the trip was
entirely new, left their newspapers
and gave their attention to what was
happening around them.

From Norton to Chipman, which
is the older section of the line, and
which is 45 miles in length, the run
was made in a little less than two
hours, including a number of stops.
The reconstruction work has been
carried on both from Norton and
Chipman, and the improvement made
is most marked. There remains to
be done, however, about twelve miles
on the Norton side of Cumberland
Bay, where there is a necessity for a
large amount of ditching and ballast-
ing. This work would no doubt have
been completed had it not been for
the scarcity of labor and the unfavor-
able season. This section, how-
ever, is practically the only part of
the road which is not now in perfect
condition. In fact, of the 58 miles of
the road, 40 may be said to be in
excellent condition.

The old trestles and bridges have
either been filled in or replaced. Par-
ticular mention should be made here
of the splendid steel bridge at Nor-

ton, with steel superstructure and
concrete sub-structure. The bridge
at Belleisle Creek yet remains to be
replaced. All along the route it
was to be noticed that the stations
had been repaired and put in first-
class condition. Five miles of fence-
ing has also been done this summer.

CHIPMAN WAS IN GLAD ATTIRE

The special arrived at Chipman at
eleven, and found the flags through-
out the town raised in honor of the
visitors. The railway has at Chip-
man a most modern yard, a mile
long. At the Norton end the vis-
itors were shown the flags marking the
course of the Transcontinental, which
is to make Chipman a railway cen-
tre, besides having already splendid
water connection to this city. Chip-
man is growing fast, and although
yesterday's storm did not add to the
attractiveness of the place, it has an
ever-increasing number of fine struc-
tures.

FINE WORKSHOPS AT CHIPMAN

The visitors quickly sought shelter
in the new shops of the Central road,
built at a cost of \$10,000 and insured
to the value of \$7,000 which have
just been put into operation. Ten men
are being regularly employed. The
visitors had a chance to see practical
work, as two of the company's en-
gines are undergoing repairs. It is ex-
pected that these shops will also get
no little business from the Transcon-
tinental during its construction days.

At one o'clock a special left for
Minto and the run of thirteen miles
was made in 24 minutes over this
newer and best laid section of the
road. The curves of the old part of
the road were conspicuous by their
absence, and the road lies for a mile
at a time in a perfect straight line.

Minto lays no claim to beauty, al-
though it has two or three fine
structures. The visitors after a
short halt in the rain were taken
along one of the spur tracks and had
an opportunity to visit two of the
coal mines, the G. E. King mine
and the Barnes mine. At the King
mine President McRobbie said the
local press men made the descent in-
to the subterranean depths, while
another party ventured into the
Barnes mine.

UNDEVELOPED TUNOSICS.

These areas which are in operation
at Minto by private companies are
quite apart from the immense de-
posits owned by the province. There
are 69½ square miles owned by the
government, which are of proven
value, while there are in addition
almost as much in which the depos-
its are probably shallower. The federal
government experts have placed the
amount of workable coal in these
areas at 200 or 250 million tons.

The Central Railway has as a part
of its equipment a telephone line
along its whole length, with eight
stations on it. The railway staff
numbers 53. This, however, does
not include the ten men who now
find employment in the repair shop,
nor the number of men who are em-
ployed from time to time on the
construction work. The pay roll on
the same basis is \$2,300 a month.

The equipment of the road in-
cludes five engines, 70 cars, three of
which are passenger coaches. The
road has two snow plows.

The principal mines are the Minto
mine, owned by G. H. King which
produces the Minto coal, the North-
field Co. mine, of which James
Barnes is manager, the Rothwell
Coal Co., of which W. B. Evans is
manager and the Sunbury mine of
which Harvey Welton is owner. Fred
Tweedie is just opening up a new
mine and lastly the Winterport mine
owned by J. S. Gibbon & Co.
Edward Kelly, O'Leary Bros., and
J. Coakly. The aggregate of men at
work in the mines is 150 but only
about 30 or 40 are working at one
time. The owners have been much
hampered by the scarcity of labor.

During the run down on the I. C. R.
to St. John a vote of thanks was
moved by E. M. Shadbolt and seconded
by Dr. Daniel. M. P. was presented to
Commissioners King and McAvity and
suitably acknowledged.

Mr. McAvity presented statistics
showing the number of tons of coal
taken from the mines as follows:

1903	385
1904	8,153
1905	18,318
1906	31,236
1907	45,095
The numbers of passengers was as	
1903	3,674
1904	10,122
1905	10,836
1906	13,940
1907	14,227

Dr. Daniel, in seconding the vote
of thanks, said that it gave him
great pleasure to second the motion.
Chipman, where Senator King is
such an important figure, is quite a
centre. The trip, he thought very
educative. He said that he had
found more settlements, more popu-
lation and more industrial activity
than he had expected. The amount
of coal taken out had been an eye-

(Continued on fourth page.)