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THE KLONDIKE.

New Government Regulations for the District.

EXCITEMENT STILL CONTINUES.

The Wisdom of Excluding American Miners

And Some American Comments on That Subject.

Great Hardships and Privations for New Settlers.

OTTAWA, July 28.—A Cabinet Council was held last evening, presided over by Sir Richard Cartwright, Hon. Mr. Sifton, Minister of Interior, submitted a report on the policy to be adopted in the Yukon country and the steps to be taken to protect the interests of Canada in the gold fields of the Klondike district.

Regulations governing placer mining were promulgated by the Department of the Interior several months ago before there was absolute knowledge of the enormous riches of the mines in the Klondike, and these will be amended in some particulars.

A strong customs and police port will be established a short distance north of the 60th degree of latitude, just above the northern boundary of British Columbia and beyond the head of the Lynn canal where the Chilkoot pass and the White pass converge. This post will command the southern entrance to the whole of that territory. A strong detachment of police will be stationed there, and necessary barracks accommodation will be erected. Further on small police posts will be established about 50 miles apart up to Fort Selkirk.

These will be used for the purpose of opening up a winter road, over which monthly mails will be

Sent Up by Dog Trains.

From Fort Cudahy the distance would be about 400 miles. The posts will also serve the purpose of rescue in the event of any traveller becoming exhausted or crippled, but they will in no sense be used as provision stations. If it is possible to construct a telegraph line from the head of Lynn canal over the mountains to the first post just north of the British Columbia boundary, it would overcome the great obstacle in the winter of communicating with the Klondike. If information could be got across the mountains it would enable the Government to know what was going on at Dawson and the gold fields. The Government propose getting at once the approximate cost of a wagon road and also a narrow gauge railway over the territory between the coast and the post beyond the mountains. The distance would be about 70 or 80 miles, 40 of which would be over the mountains. The Government will also extend the provisions of the real property act of the North-West Territories to the Yukon county by order-in-council, appoint a registrar, and establish a land titles' office. The surveyors there now have all the necessary instructions for surveying. The question of a royalty is under consideration. The Government is impressed with the view that placer mining is marked by

An Absence of Industries

and of all those conditions which create a staple population.

It is a barren land containing large deposits of gold, which is the property of the people of Canada, and the Government believe it to be their duty to administer this national wealth for the benefit of the people at large, who are the proprietors.

It may be taken as settled that a royalty will be exacted on all the gold taken from streams which are already being worked.

But in regard to all future discoveries, the Government propose that upon every river and creek where mining locations shall be staked out, every alternate claim shall be the property of the Government, and shall be reserved for public purposes and sold or worked by the Government for the benefit of the public revenue.

Diplomatic communication will be opened with Washington for the purpose of establishing a modus vivendi, so as to give the Canadian Government the right of way through the disputed territory. No difficulty is anticipated in regard to that. It is not the intention at present to appoint any one to administer the Yukon country.

Can't Complain of Hoggishness.

CHICAGO, July 28.—The Chicago Chronicle says:—Very much is said in the American press and by adventurers on their way to the Klondike gold region as to the unneighborly and hoggish spirit that Canada would manifest

if it should exercise its undoubted right to exclude aliens from the mining country. It is the right of any nation to admit aliens to its territory or to exclude them, as it may see fit.

The United States claim this right and have exercised it in legislation toward Canada by excluding Canadian laborers unless they take steps to become citizens. Chinamen are forbidden to enter the United States and become residents. In Pennsylvania a discriminating state tax of 3 cents a day is levied on alien laborers.

It would be niggardly in Canada to exclude Americans from the gold districts if we had not set the example. Secretary Sherman says the United States would retaliate if Canada should adopt an exclusion policy. It is not easy to see in what way we could retaliate without causing greater damage to ourselves than to Canada.

Some hotheads are reported to have said that if the Canadians interfered with them in the Klondike region they would rise and

Drive out the Canadians.

police and all, and set up an independent government with a view to seeking the protection of the United States. This is the plan as it has been outlined.

This is a harum-scarum scheme of frontier ruffianism and folly. It could not be successful except for a short season during which Canadian and British troops would be unable to reach the scene of disturbance. Of course the United States would not take under their protection a revolutionary colony liable to drag them into a war with Great Britain.

If Canada should adopt a niggardly and hoggish policy towards Americans who seek to enter the gold fields it would be but a return for our own legislation of the same kind excluding aliens from our markets and our fields of industry. We cannot well complain of hoggishness on the part of others when we are practising it ourselves in our international relations.

Let us be just and generous in the relations which we offer to other nations and then we may demand and will receive the same treatment at their hands.

A Rational View.

The statement made in some of the American papers that the Canadian Government may restrict the right to locate claims and dig for gold in the Klondike region to British subjects is commented upon in this rational and friendly spirit by the Philadelphia Record: "Although the rumor seems to be unfounded in fact, such action by the Dominion authorities would only be giving us tit for tat, since our laws relating to mineral lands reserve the right to stake claims to citizens of the United States, or persons who have abjured their foreign allegiance, and declared their intention to become American citizens. The illiberal spirit displayed in the Act of our State Legislature taxing alien employes, for instance, or in the recent Act of Congress, by which residents beyond our northern border are forbidden to come into the United States to earn a living, is not calculated to encourage our Canadian neighbors in following the Golden Rule. But what shrieks of rage would go up to heaven from our professional patriots if the Dominion Government should return evil for evil?"

IN THE KLONDIKE

Dr. J. B. LeBlanc Was on the Ground Early and has Bright Prospects.

Moncton has a representative in the Klondike gold region in the person of Dr. J. B. LeBlanc. Dr. LeBlanc is a graduate of St. Joseph's College, and has been practicing his profession in Detroit for the past seven years. He left Detroit last January and from Juneau crossed 4,000 miles of mountain district with twenty-two dogs and two horses and fifteen tons of provisions. He and a man named Metcalfe, also of Detroit, have bought a claim, and in a letter to his brother here, LeBlanc says his prospects are very encouraging. As an illustration of the cost of articles there, he says he sold 500 pairs of 14 cent spectacles at \$2 a pair. His brother, Evence LeBlanc, book-keeper for the Record Foundry and Machine Co., intends going to the Klondike in January.

SIR LOUIS BEFORE LAW LORDS.

The Minister of Marine Argues Against the Belgian and German Treaties.

LONDON, July 28.—Sir Louis H. Davies has finished arguing in favor of Canadian government's contention in respect to the Belgian and German treaties matter before the law officers of the crown. He took the ground that these treaties should not stand in the way of Canada according preferential treatment to Great Britain.

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That to remove corns, warts, bunions in a few days, all that is required is to apply the old and well-tested corn cure—Putnam's Painless Corn Extractor makes no sore spots hard to heal, acts quickly and painlessly on hard and soft corns.

INTERESTING CASE

Now Before the New Brunswick Judiciary.

THE SUIT AGAINST MR. PUGSLEY

The Withdrawal of the Consolidated Electric Funds.

More Evidence Taken Before the Chief Justice at St. John

And a Commission Ordered for Examining Witnesses at Boston.

In the hearing at St. John last week before the Chief Justice in the suit against Mr. Pugsley in connection with the withdrawal of the consolidated electric funds from the Receiver General, Walter E. Foster, ledger-keeper of the Bank of New Brunswick stated that he appeared because of subpoena, but he had been instructed by the officers of the bank not to give any information about any private affairs unless compelled to do so by the court. The Chief Justice said the witness must answer. Mr. McLean then asked the witness to produce the special or private account of Mr. Wm. Pugsley. Mr. Pugsley objected to this, but the Chief Justice said he must see if it was relevant.

The witness said Mr. Pugsley was credited April 10th, 1895, with \$33,793.87 (which Mr. McLean said was the exact sum paid to Mr. Smith, of New York) This account has not been touched for some time and is slightly overdrawn now. The checks were signed "William Pugsley, special account." There was one check 20th April, \$23,000, but witness did not know in whose favor it was.

Mr. Pugsley insisted that if these accounts were gone into at all the whole of them must be gone into.

Witness said there was nothing to the credit of this account June 6th, 1897, but some had been deposited since.

Examined by Mr. Pugsley, witness said the account had been running a long time. From May 4, 1894, to July, 1895, the total deposits were in the vicinity of \$90,000, and checks were drawn against these deposits from time to time.

In answer to Mr. McLean witness said there was no amount in the vicinity of \$12,000 deposited to the credit of William Pugsley, jr., in 1895.

Mr. Pugsley said he would have an opportunity of going on the stand later on and Mr. McLean could then ask him any question he pleased. He (Pugsley) could give any information and the fullest information as to where the money was deposited, what became of it and where the balance is.

The application of Mr. Pugsley to have Mr. Lawson, of Boston, examined, was then taken up. Mr. Pugsley had said that he would like to have Mr. Lawson here to indict him for perjury, and Mr. McLean argued that the court had no power to order his attendance here. Mr. Pugsley, arguing for it, said the court had power, and the fact that Mr. Lawson had sworn that these moneys were obtained by fraud, by misrepresentations, and that if he (Pugsley) had an opportunity of cross-examining him he could prove these statements false. He ought to be ordered here to be cross-examined. Mr. Pugsley even said he was willing to pay Lawson's expenses coming.

The Chief Justice said he thought he had no power to order Mr. Lawson to come here for examination, but would order the examination to take place in Boston.

A long legal argument took place over the examination of other witnesses. The court adjourned until the 10th August to allow the taking of evidence in New York or Boston.

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FOR CANADA'S CATTLE TRADE.

Magnificent Additions to the Atlantic Fleet—Special Provision for Cold Storage.

English papers recently to hand contain interesting accounts of the launching of two magnificent new steamships for the Elder-Dempster Company of Liverpool and Montreal. One was launched at Wallsend-on-Tyne, and christened the Monarch, and The Liverpool Journal of Commerce states that she is a sister ship to the steamer Milwaukee, which was launched last year by the same builders for the same owners, and which was the largest carrying English-built steamer afloat. Since then no larger steamers have been launched in England, and these two vessels still retain the distinction of being the largest steamers yet built in England.

The new vessel, which is appropriately called the Monarch, is 483 feet long, by 56 feet beam, by 42 feet 3 inches depth to the shelter deck. Like the Milwaukee, she has been specially constructed for Messrs. Elder, Dempster & Co.'s trade, is built to take the highest class at Lloyd's on the three deck rule with shelter-deck for cattle, and has scantlings above the rule requirements, with a view of offering an exceptionally powerful resisting force to the heavy Atlantic weather to which she will be subjected. The measurement cargo which the Monarch will carry will amount to upwards of 18,000 tons, in addition to about 700 tons of permanent bunker capacity, whilst her dead-weight cargo capacity will be 11,500 tons. A complete installation of electric light, including masthead, sidelights and Suez Canal search lights will be provided. The propelling machinery consists of an exceptionally massive set of triple expansion engines, having cylinders 28, 45, and 80 inches diameter respectively, with a stroke of 54 inches. The steam will be supplied at 180 pounds pressure by three large boilers fitted with Howdens' system of forced draught, whilst in order to still further economize fuel and increase speed the propeller will be fitted with the Manganese Bronze Company's blades. In addition to Lloyd's classification the steamer has been constructed to the requirements of the Board of Trade and the German law, so as to adapt her for any trade and to enable her to be taken up at any time as a passenger steamer.

The same firm have launched at Middlesborough the largest steamer ever built on the Tees. She is built to Lloyd's highest class three-deck rule, her principal dimensions being—Length, 480 feet; beam, 52 feet; depth moulded, 30, 7 feet, with a deadweight capacity of over 8,000 tons. She has been constructed for the Canadian cattle trade, and especially fitted with cold chambers on the Linde system for the conveyance of dairy produce by special arrangement with the Canadian Government. The vessel is fitted with shelter deck of iron upper and main decks of steel, shade deck yellow pine, seven bulkheads, and a complete electric light installation. Accommodation will be fitted bridge and shelter decks for captain, officers and engineers, with seamen and petty officers in fore-castle, and fireman and cattlemen aft. Very powerful triple-expansion engines will be used, having cylinders 30, 52, 82, by 54 inch stroke, supplied with steam by three large double-ended boilers, working at 180 pounds pressure. The engines are also fitted with manganese-bronze blades propeller, etc. It is expected that when this vessel is completed she will be one of the speediest boats in the Canadian trade. The vessel was named Montrose.

HALIFAX FORTS

They Will be Strengthened and the Force Increased.

HALIFAX, July 20.—The Halifax Garrison is to be strengthened by six hundred artillerymen from England. They will be placed in the different forts at the entrance of the harbor. A quick firing battery is to be constructed at Point Pleasant at once, and another at George's Island in the centre of the harbor at an early day. The Military here have issued a notice to all discharged soldiers and army reserve men to report at the brigade office. At present such men are scattered about and not available in a case of emergency. The order is to provide as many as possible with employment in the Dominion, and to replace Chinese labor at Esquimaux with retired soldiers. By this means they would be kept together better.

Death of a Child

The death occurred last week, of inflammation, of Victor Anderson, the little son of Justice S. A. Purdie. The little lad was aged 4 years and 10 months, and was a bright child beloved by all who knew him. Mr. and Mrs. Purdie have the deep sympathy of a large circle of friends in their sad bereavement.

Minard's Liniment for sale everywhere.

THE COUNTRY.

News From the Districts Round About.

THE GLEANER CORRESPONDENTS

Tell of the Condition of the Roads, the State of the Weather,

And the Friends Who Are Visiting Others

Accidents, Rumors and All Such Matters of Interest.

ANDOVER.

ANDOVER, July 23.—Mrs. C. Campbell, who has been visiting friends here for some time, left this afternoon to return to her home in New Hampshire.

Mr. James Bridges, of Gordonville, and Mr. and Mrs. Jonathan Bridges, of Woodstock, are guests of Mrs. H. W. Beveridge.

Miss Gertrude Henderson, of Gagetown, is visiting Mrs. Beveridge.

Miss Eva Cameron is quite sick.

Miss Emma Bedell has returned from Mass., her health not improving during her absence. She is visiting her sister, Mrs. D. W. Pickett, at present.

The Rev. Mr. Gillis preached yesterday in Trinity Church. He will remain here for the summer, we believe.

Mr. Havelock Kelly was reported very sick yesterday.

Mrs. McMillan, of Grand Falls, attended church here on Sunday. She is visiting at Mrs. T. H. Manzer's.

The song of the mowing machine is again heard in the land, but all agree in saying the hay crop is light.

DOAKTOWN.

DOAKTOWN, July 27.—The record as given by your reporter in re Doaktown bigamy cases somewhat surprised the village, but he did not get them all. There are at least two more cases in existence—one perhaps is a case of rather two persons living in open adultery, as there seems to be no record of any marriage having taken place, but the woman styles herself as a married woman. The other is a reported case of a husband having two wives. Perhaps when the light of public opinion is turned upon the scene by means of THE GLEANER, a more healthy condition affairs may obtain.

What very nearly was a bad accident occurred at Swim's mill the other day. A stick was thrown by means of one of the belts and struck a young man in the face. The wound caused was not dangerous.

H. and F. D. Swim, to supply logs for their mill, are having them towed up the river some four or five miles. It is claimed that such towing can be done successfully and cheaply.

The Baptists are holding a series of special services. Rev. Mr. King assisted by Revs. Mr. Allaby and Mr. Herman are conducting them. Next week we are expecting others to hold religious services. They are to bring their own meeting house with them.

The enterprise of THE GLEANER management is commended and appreciated by its many readers. We are as well posted with daily affairs now as if we were living in the city, as THE GLEANER is sold in our village every evening.

MORE WAR SHIPS FOR BRITAIN.

The Admiralty Asks For an Addition of £500,000.

LONDON, July 27.—In committee of supply Right Hon. J. Goschen, first lord of the admiralty, announced a supplementary naval estimate of £500,000, which he said was necessitated by rapid additions to foreign navies. It is proposed to utilize the amount mentioned in the immediate commencement of the construction of four additional very fast armored cruisers, of 11,850 tons each, capable of the double duty of taking part in action with battleships and protecting the lines of communication. In addition to these £600,000 will be spent for new torpedo boat destroyers.

Death of Mrs. Belding.

Mrs. Belding, wife of A. M. Belding, of the St. John Sun staff, died Tuesday. Deceased was quite well on Friday last and was stricken down only on Saturday. Tuesday was her thirty-second birthday. Besides husband she leaves three boys and three girls, the youngest of whom is three years old. THE GLEANER extends its sympathy to Mr. Belding in his sad affliction.

Death of Bert Saunders.

Mr. Bert Saunders, son of Rev. Dr. Saunders, formerly of the Messenger and Visitor, died Monday at Yarmouth after a brief illness. He was employed on the Yarmouth News.

CLOSETED WITH MR. BLAIR.

Members of the Local Executive Get Some Pointers from Their Former Leader.

The members of the local government were closeted with Mr. Blair last week and received a number of valuable pointers. The Eastern extension claim was incidentally discussed, Mr. Blair informing his former colleagues that a committee of the privy council was now considering the matter and that it would shortly come before the cabinet. The information was also imparted that the federal government had decided to relieve the province of all claims in connection with the Dawson suit, in which it was sought to tax the province with the costs. The action of owners of several branch lines of railway in the province which have been aided by both local and Dominion subsidies in not operating their roads in the interests of the public was considered, and it is likely in the near future they will be brought to time by the joint legislation from Dominion and province. The Albert Southern and Harvey branch railways were particularly mentioned in this connection.

RAILWAY MOVEMENT

Railway Scheme, Including the Building of the St. John Valley.

[Woodstock Despatch.]

It is stated that matters have been satisfactorily arranged for the continuing to completion of the somewhat famous Woodstock & Centreville railway and that active work will be commenced early in August. This will be welcome news to all residents along the proposed line of railway. From information which the Dispatch has received and which may be taken for what anyone thinks it worth, the delay has been caused by allowing one concern considerable time to raise the necessary money, which they have failed to do, and now the contract goes to a syndicate, who have the necessary funds. The respective provincial and Dominion subsidies are all right, and now that a company is ready with the cash to supplement these grants, there is nothing to prevent active operations. It is said that this line is not to be built as a local affair only, but to form part of a grand scheme for supplying the central part of the province with a complete railway system. Those interested in the Woodstock & Centreville road, say that it is highly probable that the subsidies at one time granted to the St. John valley road will be revoked, and that that line, which has been already surveyed will be built. It is then proposed that the Temiscouata railway be bought by the government, and a connecting link built, between Edmundston and Centreville. If the government takes over the railway bridge at Fredericton, means will be found for purchasing a valuable bit of road to connect with the Intercolonial system between Moncton and St. John. In view of the extension of the Intercolonial to Montreal, this new system would form part of the government railways, and the counties hitherto without competition will derive much advantage. Of course time alone will reveal just how much there is in this ambitious scheme.

Light Hay Crop

Mr. Ross Woodman, one of the progressive farmers of Lower Southamptton, was in the city lately and says that the hay in that section of the country will be very light this season. He attributes the cause to the lack of snow and extreme cold of last winter. Mr. Woodman in addition to running a large farm owns and operates a fine rotary mill, and has cut close to a million of lumber this season already. A planer and other machinery is also set up in a building adjoining the mill, with which he planes and otherwise finishes his lumber for the market.

A Good Watch

Is a faithful servant, but a bad one is worse than none at all. If there is anything worse than a watch that gains, it is one that loses time. Both are dear at any price. If a watch guesses at the time you might as well do the guessing yourself. The watches I sell are ALL OF THE BEST and none of them bad.

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