

BLOODY BATTLE

**Russians and Japs
Lost Heavily in Two
Days' Fighting.**

JAPS DISPLAYED FANATICAL BRAVERY.

**Earth Shook Under Awful
Cannonade.**

**ST. PETERSBURG HEARS ALARM-
ING NEWS.**

Japanese Cruiser Sunk.

(Special to Daily Herald.)

Tokio, Aug. 3.—The Japanese defeated the Russians at Simousheng and drove them towards Hai Cheng in a sharp fight which began Saturday and ended Sunday.

The Russians left 1,500 dead on the field and lost six guns.

The Japanese casualties were about 400.

General Kuroki has telegraphed that in two days' fighting at Yangt-suling and Yushulintu his losses were six officers killed, sixteen officers wounded, and nine hundred and fifty men killed and wounded.

Liao Yang, Aug. 3.—The Russian attempt to push back a numerically superior force of Japanese from Kuchiatzu on July 13, resulted in an admitted loss of 1,000 men.

Hai Cheng, Aug. 3.—In consequence of the desperate fighting of the last two days and the Japanese turning movement, the Russians have been compelled to evacuate Hai Cheng and fall back on Anshunshan.

Awful Slaughter.

St. Petersburg, Aug. 3.—Despatches received by the Russian consul at Che Foo by wireless telegraphy from Port Arthur, states that the desperate three days' assault on Port Arthur has failed.

The earth trembled under the terrible cannonading, which began July 26 and ended during July 28, when the battle ceased.

The Japanese in their repeated assaults against forts on hills through barbed wire entanglements and over mines displayed fanatical bravery.

They were mowed down by hail of shells and bullets and explosion of mines under their feet.

Their loss is estimated at twenty thousand.

The Russian losses the report states were about 4,000.

The hospitals at Port Arthur are crowded but medical attention is adequate.

Alarming News.

St. Petersburg, Aug. 3.—The correspondent of the Associated Press hears that Emperor Nicholas has just received a telegram at Peterhoff, containing alarming news.

It is also reported that Viceroy Alexieff, who had gone to Harbin on his way to Vladivostok, returned to Liao Yang yesterday and conferred with General Kuropatkin regarding the situation.

Japs Lose Cruiser.

Rome, Aug. 3.—The Giornale De Italy today published in an edition a despatch from Tokio, announcing that the Japanese armoured cruiser Kasagui, formerly the Argentine warship, and purchased in Italy, had been sunk. The announcement caused great sensation here.

GIBSON AND ST. MARY'S

Fine Budget of News From These Thriving Village.

Mrs. Mary Barker of the Old Ladies' Home, St. John, is visiting friends in Manguerville.

Mrs. John Harding and daughter, Miss Mary Harding of Manguerville, returned home on Saturday from a pleasant visit to friends at Bridgewater and other Maine towns.

Mr. and Mrs. Robt. Logan, Mrs. Emily Logan and two children, who have been in Montreal and Toronto for the past month, returned home today at noon.

Miss Bessie Wilson, who has been visiting her brother, C. B. Wilson, has returned home to St. John.

Miss Lou Yerxa, a student of the F. B. C., accompanied by her friend, Miss Ferguson, spent Sunday at Gagetown.

Miss Rebecca Watson left this morning to visit friends at St. Stephen.

Mr. Ran Staples of Edgcombe's Dry Goods Establishment, is enjoying a well deserved vacation.

Mrs. Emery Sewell has returned home from a pleasant visit to friends at Centreville.

Marysville News.

(By Our Own Reporter.)

Aug. 3.—There still seems to be a great deal of talk in reference to the proposed band stand, but like a great many other things talk don't amount to much without the work to back it up. Why don't the band boys stir up some of the members of the town council and get them interested in the matter? By so doing something might be accomplished.

A special train passed through here yesterday afternoon with an I. C. R. police car attached and had on board several Intercolonial officials who were on an inspection tour, and were accompanied by Superintendent Hobson of the Canada Eastern and were met and greeted by Mr. Alex. Gibson, jr. After spending a short time they proceeded to Fredericton. The train was in charge of Conductor Andrew Crookshank, with John Boyd as engineer and left Chatham at 9 o'clock, stopping at all the important stations.

Mrs. L. W. Estey of Montana, who has been visiting her father, Mr. Albert MacDonald the past few months returned home yesterday. On her way Mrs. Estey in'eeds taking in the World's Fair at St. Louis, and other places of interest.

The many friends of Mr. George Cochran will be pleased to receive word from St. John that his son who is at the Hospital with typhoid is much better.

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CANADAEASTERN

Mr. Emmerson's Argument for Government Acquisition

**PROJECT MEETS WITH
TORY OPPOSITION.**

But Resolution Passed the House.

Ottawa, Aug. 3.—Hon. Mr. Emmerson moved the House into committee last night on his resolution providing for government acquisition of the Canada Eastern Railway and the Fredericton bridge in New Brunswick, and spoke at length on the subject, the resolution finally passing after a debate in which Hon. John Haggart and other Conservatives spoke in opposition.

Mr. Emmerson gave a history of the Canada Eastern railway, which is 136½ miles in length, and connects the Intercolonial railway at a point on the Miramichi river with Fredericton. The railway had received federal and provincial subsidies amounting to \$774,839, while the bridge company received a loan of \$300,000, and none of the loan had been repaid. Up to 1900 the railway had net earnings of about \$40,000 a year, but in 1901 it fell to \$12,000; in 1902 there was a deficit of \$9,000, and in 1903 a surplus of \$3,000. The company for a time was very successful. The road was built with wooden bridges. These had to be renewed, and in 1901 it was necessary to spend all the earnings on the betterment of the road. In 1902 all the earnings were expended and \$9,000 in addition. Mr. Schreiber, in his report, put the cost of the road at \$2,098,412, and the cash cost at \$1,768,000 or about \$13,000 a mile. He (Schreiber) makes a difference between cost and the cash cost. Between these he gets the value which he places at \$1,221,000. That was its value in its present condition.

The minister also quoted from reports of Mr. Schreiber and Mr. MacKenzie, made in 1897, stating that it would be a great disadvantage if the Canada Eastern fell into the hands of the C. P. R. At that time it was said that the Canadian Pacific was to purchase the road. Both engineers reported that it would be a good thing if the I. C. R. took over the road.

Mr. Emmerson gave figures of traffic to show how the I. C. R. would benefit by the acquisition of the road. If the railway fell into the hands of the C. P. R. it would be detrimental to the I. C. R.

Mr. Barker—What about the G. T. R.?

Mr. Emmerson—The G. T. R. would have to cross the road. As to the price of the road, if ever there was a bargain it was in this case.

Mr. Kemp—That depends upon the earning power.

Mr. Emmerson—Not necessarily so. In this country subsidies were given to railways because the earning power would not be large enough. The rails on the Canada Eastern today were worth \$300,000, and the ties more than \$500,000. Mr. Blair gave very strong reasons why it was in the interests of the country to purchase this road.

Hon. John Haggart attacked the transaction as a job in the interest of one section of New Brunswick. It was a road that did not earn \$1,000 per mile a year. Why he asked should Ontario be taxed to pay for such a road that would not become a profitable feeder to the I. C. R.?

Mr. Smith of Wentworth, Ontario, opposed the purchase of the road at any cost.

R. L. Borden wanted to know if the road was to be purchased on its merits or a pursuance of a general policy of acquiring all similar roads in the Maritime Provinces.

Mr. Emmerson—On its merits.

Mr. Borden thought there were other roads which had better claims to be acquired than this road. He said he had hoped the government might have adopted the policy of acquiring Maritime branch roads.

The resolution passed.

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