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DAILY HERALD.

FRIDAY, MAY 6, 1904

GOOD NEWS.

Despatches to the Herald this afternoon from Ottawa declare that the report of the government's purchase of the Canada Eastern railway is officially confirmed.

The news will be very pleasant reading to the people of this city and vicinity, and is very gratifying to the Herald which has never ceased to urge on the government the wisdom of the course they have now taken. Sometimes we have been accused of being too optimistic on the question, and there have been sneers from political opponents, but let that all pass so long as the purchase has been made.

The incorporation of the Canada Eastern with the Intercolonial will give the former new life and the latter a most important branch on which business can be greatly developed. The union of the roads will also put Fredericton in direct touch with the government system of railways, and ensure us competition in freight rates, a very important matter for our business men.

SIMULTANEOUS CONSTRUCTION.

Only extreme opponents of the federal government have even pretended to doubt the administration's sincerity in undertaking the construction of the Winnipeg-Moncton section of the Grand Trunk Pacific Railway, and even these will now be compelled to admit that the unfounded rumors of the intention to drop the Eastern section can no longer do duty for a discredited and hopeless party.

The opposition in parliament and their press throughout the country have worked this canvas for all it was worth with a view to arousing the people of the eastern provinces against the government.

From the first however, friends of the ministry have had faith that its pledges would be carried out, and they have now the satisfaction of knowing that not only will the eastern section be constructed, but that work on all sections of it will be commenced at the same time, and that it will be ready for traffic as soon and possibly before any other portion of the great transcontinental railway.

In the House of Commons last night, Hon. Mr. Fitzpatrick, Minister of Justice, stated that the government intended to have the work on all parts of the Eastern division carried on simultaneously, and to make this all the more positive they intended adding the following clause to the bill:

"The work of construction on the Eastern division of the transcontinental railway shall be commenced as nearly as may be simultaneously at Moncton, at Quebec and at Winnipeg, and shall be carried on westward from Moncton and Quebec and eastward from Winnipeg in such manner that the section between Winnipeg and Quebec and between Quebec and Moncton shall be completed as nearly as is practicable at the same time."

In addition to this Hon. Mr. Emmerson says that the surveys of the Eastern section will be commenced just as soon as the contract is ratified by parliament, and the work will be conducted under the supervision of the railway department.

The opposition in parliament is using every possible means of obstructing the passage of the contract and every day they employ in such useless and mischievous tactics delays the work that much.

With respect to the route of the G. T. P. through New Brunswick, we believe nothing has yet been definitely settled, and we still have hope that the St. John

river valley as far down as Fredericton will be chosen. No doubt the surveys will include both the central and the river route, and it is hoped that the latter will meet with the greatest favor.

St. John is to have some important gatherings during the present summer. The Presbyterian General Assembly composed of over 300 clergymen and laymen from all over Canada and the Royal Society of Canada are to meet in that city, and these with the Champlain tercentenary celebration, local election and the exhibition will make lively times in the sister city. Fredericton is to have the Provincial Teachers' Institute, the Methodist Conference, the Oddfellows' Convention and the Presbyterian Summer Sunday School.

It is announced that commencing very shortly in Albert county, Hon. Mr. LaBillois chief commissioner of the public works department, and Hon. Mr. Farris commissioner for agriculture, will make a tour of the province, the former explaining the new highway act and the latter dealing with fruit growing and agricultural topics. The idea is an excellent one and doubtless the two ministers will be given a very cordial reception by the farmers of the province. Both are practical men, diligent and enthusiastic in their official duties.

The rearrangement of hours and salaries of the water works engineers are said to be not entirely satisfactory to those officials. While Mr. Ross benefits by a reduction of his hours he also loses \$75 of his salary which is scarcely fair to so old and faithful a public servant. His assistants are offered \$500 each, a comparatively small reward for competent engineers. It is hoped that the council will be able to do a little better for all three of the men concerned.

If Port Arthur has not been bottled or sealed it has been cut off, which is quite as bad. The Japanese forces 30,000 strong have landed and taken control of the only railway leading to the city and it is practically in a state of siege. Meanwhile Admiral Togo is not far away with his fleet to keep the garrison so busy that it will hardly dare to march to meet the invading land forces.

Senator Reid, of British Columbia, who was taken ill at Ottawa shortly after the opening of parliament and subsequently returned to his home in Carleton, B. C., is dead. Deceased was a Conservative, a native of Hull, Quebec, was a member of the House of Commons for Cariboo from 1881 to 1887, and was called to the Senate in 1888.

A Japanese government contractor now at Victoria, B. C., says that at least ten per cent of the Japanese soldiers in the field are women disguised as men. He says that the average Japanese woman of the coolie class is as strong if not stronger than a man.

Baron Hayashi, the Japanese Minister in London, predicts that Port Arthur will be either taken by the Japanese land forces or starved out by September. He admits that neither Port Arthur nor Vladivostok can be taken from the sea front.

The St. John exhibition management will invite Sir Wilfrid Laurier to deliver an address on the opening day of the show, which is to be formally opened Sept. 17 by Governor Snowball.

The C. P. R. has commenced the construction of a branch line from Toronto to Sudbury.

Even the little town of Portage la Prairie, Manitoba, has voted in favor of a sewerage system.

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