

CANADAEASTERN

Correspondence Sub-
mitted to ParliamentGOVERNMENT ACQUISITION
URGED BY I. C.
R. OFFICIALS.C. P. R. Were After the
Road.

Ottawa, July 30.—A bulky return embodying the correspondence for the past eight or nine years with reference to the proposed acquisition of the Canada Eastern railway to be operated as a branch of the Intercolonial was presented to the House yesterday.

Much of the earlier correspondence has lost interest in view of the recent developments. In March, 1902, Mr. Tiffin, traffic manager of the Intercolonial, made a report on the road at the instance of Mr. Blair. He mentions that for the year ending 31st October, 1901, the total freight traffic was 114,406 tons, the total revenue from all sources, \$127,854, the working expenses \$115,886, leaving a net surplus of \$11,778.

Mr. Tiffin gives the total length of the line as 125 miles. He says there are several good towns along the railway having a fair population and good business prospects. Proceeding, he says: "There is this much to be considered, that at present the Canada Eastern railway as a local concern can do that which if the line were taken over by the government I do not think we could do. For instance, the through rates from west to intermediate points between Chatham Junction and Fredericton are higher than to either Chatham Junction or Fredericton. Chatham itself also takes higher rates than we charge to Newcastle, and if the line were taken over by the government the first thing we would have to do would be to put Chatham on the same basis with our contiguous territory, and I do not see how we could refuse to do this. This would mean the cutting off of considerable earning that the Canada Eastern now enjoys through the fact of having the arbitrary rates from Chatham Junction to Chatham, which we could not obtain. I am not sure but that the best the best traffic results (1901) shown above, would be nearly if not altogether wiped out. Of course as an offset to that we would have the value of the line as a feeder to the I. C. R. and the traffic would be entirely under our control and not, as now, sold to the highest bidder. It would also be a good thing in my opinion to have control of the line, thus keeping the C. P. R. from entrance into our northern territory. If the Canada Eastern were to pass into the hands of the C. P. R. it would to a large extent shut us out from enjoying any traffic either to or from Canada Eastern points. For the year ending 30th June, 1901, we handed to them 35,760 tons on which our earnings were \$58,877 and we received from them 2,886 tons upon which our earnings were \$26,847."

Following Mr. Tiffin's report came complaints from the Newcastle board of trade about the poor service given by the company. In March this year a report upon the property was made by W. B. MacKenzie, chief engineer of the I. C. R., and T. C. Burpee, engineer of maintenance. This report was asked for by Mr. Emmerson and was evidently a preliminary to the acquisition of the road.

Mr. Schreiber, deputy minister, was next asked for a report upon the undertaking, and under date of April 28th last, he says: "On careful consideration of the whole position, having regard to the locality traversed, the business developed and that susceptible of development, I have no hesitation in saying that in my opinion it would be desirable for the government to acquire this railway provided it could be obtained at a reasonable figure." He adds that in this event it would be necessary for the government to deal with the bridge between Fredericton and Gibson, which was a matter independent to the Canada Eastern. A statement from the account of the department of railways shows that the subsidies paid by the Dominion to this road amount to \$374,839. In addition, the government of New Brunswick granted \$400,000 and the county of Northumberland \$20,000.

In the meantime it is evident that the negotiations were actively in progress with Alexander Gibson for the purchase, the question of the price being the principal consideration. D. D. McLaren and Col. McLean, of St. John, both state in letters to Emmerson that the only option ever given on the line was to the C. P. R. for \$800,000. Col. McLean says he was approached by Sir Thomas Shaughnessy in the fall of 1903 and that the latter suggested \$700,000.

Anticipating a probable demand on the part of the province of New Brunswick for a refund of the sub-

sidy in event of the Dominion acquiring the railway, Mr. Emmerson caused a communication to be sent to the government of that province, and on the 6th of May the executive council of New Brunswick passed a minute undertaking in view of the benefits which would flow from the transfer of the line to the I. C. R., not to make any claim for the payment to the province of the subsidies granted to the road.

Under date of May 9th Mr. Schreiber intimates that a new line of the character of the existing road could be built for \$1,768,000, deducting the cost of renewals and repairs at \$546,420. Mr. Schreiber estimates the present value of the line and its equipment at \$1,221,220.

On May 10th Alexander Gibson, owner of the Canada Eastern, writes to Mr. Emmerson: "My idea in regard to price is \$1,000,000, and I am still of the opinion that the road is good value for a much larger amount than that."

As already announced, the amount the government is going to pay is \$800,000.

RUPTURE COMPLETE.

In Diplomatic Relations Between France
and the Vatican.

(Special to Daily Herald.)

Paris, July 30.—Although no official announcement has yet been made, it can be positively affirmed that the rupture between France and the Vatican is complete.

The Holy See's lengthy reply to the French note, though most courteously worded, merely amounts to a polite statement that the Pope does not intend to infringe the stipulations of the Concordat, and will not withdraw the letters calling the Bishop of Dijon and Laval to Rome.

CARAQUET RAILWAY.

New Owners Appoint General Manager
for the Road.

(Special to Daily Herald.)

Toronto, July 30.—Peter Ryan and other capitalists, who recently purchased the Carquet Railway, a short line in New Brunswick, have appointed Mr. James Webster of Toronto, manager.

Mr. Webster was for many years superintendent of the northern division of the G. T. Railway, with headquarters at Allandale.

KILLED AT WINNIPEG.

(Special to Daily Herald.)

Winnipeg, July 30.—Daniel D. Darach, 23 years old, a new arrival at Winnipeg, was crushed under the wheels of a freight train in the C. P. R. yards last evening. The unfortunate young man was a native of Prince Edward Island and was unmarried.

BIG ATTENDANCE.

(Special to Daily Herald.)

Winnipeg, July 30.—Yesterday was a big day at the Dominion Exhibition, nearly 35,000 passing the turnstiles. A heavy shower of rain prevented any evening programme.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by his firm.

WALDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, O.
Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75c. per bottle. Sold by all Druggists. Take Hall's Family Pills for constipation.

Cook's Cotton Root Compound.

Ladies' Favorite,
Is the only safe, reliable
regulator on which women
can depend "in the hour
and time of need."

Prepared in two degrees of strength. No. 1 and No. 2. No. 1.—For ordinary cases is by far the best dollar medicine known.
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Ladies—ask your druggist for Cook's Cotton Root Compound. Take no other as all pills, mixtures and imitations are dangerous. No. 1 and No. 2 are sold and recommended by all druggists in the Dominion of Canada. Mailed to any address on receipt of price and four 2-cent postage stamps. The Cook Company, Windsor, Ont.

Nos. 1 and 2 are sold in Fredericton by all Druggists.

OFFICIALLY DENIED.

Port Arthur Has Not Yet
Fallen.JAPANESE WARSHIPS CHASING
VLADIVOSTOCK SQUADRON.

Another Big Battle Progressing.

(Special to Daily Herald.)

Hai Chenh, July 30.—An attack on the right flank of the Russian southern army developed at 7 o'clock this morning.

The battle was opened with a heavy fire under cover of which the Japanese infantry advanced along the railway until eleven o'clock, when their movement was checked.

The fighting was continued, according to the last accounts, but the result is not known.

Tokio, July 30.—The rumored fall of Port Arthur is officially pronounced to be untrue.

The Vladivostock squadron passed Tsurgaru Straits on the way to Vladivostock at one o'clock this afternoon.

London, July 30.—A despatch to the Central News from Tokio, dated today, announces that a report from Oshima says the Vladivostock squadron was seen this morning fourteen miles off Izu, about 70 miles west of Yokohama.

Four Japanese warships were pursuing the Russians southward.

This Morning's Despatches.

Shanghai, July 29.—It is reported here that Port Arthur has fallen. At Wei Hai Wei there is a British wireless telegraph station and the British warships are equipped with this means of communication with the fleet, and it is believed the information of the fall of Port Arthur was received in this manner.

London, July 29, 8.40 p. m.—A despatch to Reuters' Telegram Company from Wei Hai Wei, dated today, says:

"It is supposed here that Port Arthur has been captured as the British fleet is returning here tomorrow."

Presumably this report is from the same source as the despatches from Shanghai, reporting a Wei Hai Wei rumor that Port Arthur has fallen. The only basis for the report known here is that when Russia no longer occupies Port Arthur the British by the treaty will evacuate Wei Hai Wei and the inference is that the British fleet is returning to Wei Hai Wei to remove the stores, etc., from that place.

No such credence is attached to the moment to the Wei Hai Wei report, though similar rumors are flooding the continent.

The British China fleet left Wei Hai Wei July 8, so as not to be too near the scene of hostilities, owing to the fear that its presence near the Gulf of Chi Li might be interpreted as giving moral support to the Japanese. On July 18 the fleet was cruising in Yung Cheng Bay, sixty miles southeast of Chefoo.

Yung Cheng Bay is about 30 miles southeast of Wei Hai Wei.

Washington, July 29, 4.30 p. m.—The Shanghai despatch reporting the fall of Port Arthur was communicated to the Japanese minister here. Up to this time, however, no official news on this subject has reached the legation.

Lots of men as well as lots of women get their complexions out of a bottle, only the men take theirs internally.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Post Office, Campbellton, N. B." will be received at this office until Monday, August 15, 1904, inclusively, for the construction of a building for Post Office at Campbellton, N. B. Plans and specification can be seen and forms of tender obtained at this Department and at the office of Archie McKenzie, Esq., Collector of Customs, Campbellton, N. B.

Persons tendering are notified that tenders will not be considered unless made on the printed form supplied, and signed with their actual signatures.
Each tender must be accompanied by an accepted cheque on a chartered bank, made payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of the tender, which will be forfeited if the party tendering declines to enter into a contract when called upon to do so, or if he fails to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,
FRED. GELINAS,
Secretary and acting Deputy Minister,
Department of Public Works,
Ottawa, July 22, 1904.

Newspapers inserting this advertisement without authority from the Department, will not be paid for it.
July 29—d31

Girls'
Summer
Dresses.

During the hot summer weather when it is too warm for the thought of sewing, it is very convenient to get

Ready-to-wear Dresses

In late styles and at prices to suit any pocketbook.

White Lawn Dresses, 1 to 4 yrs., 50c. to \$1.50 each.

White Lawn Dresses, 6 to 12 yrs., \$1.10 to \$2.75 each.

Colored Dresses, 6 to 12 yrs., 65c. to \$2.25 each.

Colored Wool Granite Cloth Dresses, for Child 1 to 4 years, at \$1.90 each.

Tennant, Davies & Clarke.

New Idea Patterns 10 cts. each.

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In order to make room for a large consignment of Fall Millinery I will sell my entire stock of Millinery now on hand at prices far below cost. Latest designs in HATS and TRIMMINGS at great bargains.

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In Laced Boots and Low Shoes,
Also Enamel Leather Low Shoes for Boys and Youths;
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