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W. K. C. PARLEE,
L. C. MACNUTT,
Editor, Manager.

DAILY HERALD.

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LOSES THE POINT.

The Halifax Chronicle in its efforts to answer the Herald's contentions on behalf of the valley route for the Transcontinental railway, loses the main point of the statute authorizing the construction of the road.

Parliament certainly intended that the Transcontinental railway should be constructed by the shortest available route from the Atlantic to the Pacific, but that does not mean that every consideration of grades and curves, and the prospects of developing local traffic should be sacrificed merely to secure an air line across the country.

The Herald takes the position, and believes a full and impartial survey of the rival routes in New Brunswick will prove it; that having regard to the difficult grades encountered in the central route, trains would be able to make faster time and haul greater loads by the valley route than via the other. This should and does actually meet the Halifax contention for the shortest feasible route and if our Nova Scotia friends could only be induced to believe it, it is via the St. John valley. The road is going to Chipman in any case, and what difference will it make to Halifax whether it traverses the valley or the central route so long as the time made on the one is as quick as the other, and the engines are able to haul as heavy loads this way as the other. Surely that is the point of the whole question, and in that respect the odds are in favor of the valley route.

The Chronicle charges the Herald with sectionalism in advocating the Valley route, but no such motive can be fairly stated in the case. If we were disposed to be sectional, all the arguments would be against the Transcontinental touching Chipman and Moncton at all, and therefore leaving Halifax out of the calculation. The shortest direct line from ocean to ocean would have its terminus in St. John on this side of the continent, but New Brunswick has raised no objection to Halifax receiving fair consideration, although it seems unreasonable for that city to expect ocean bound traffic to travel by rail an extra distance of two hundred miles when it could be shipped that much nearer its first point of shipment. The Halifax arguments are nothing if not sectional, but the Herald has never said one word against the claims of Halifax. We want to convince the people of that city, that they cannot possibly gain an advantage by the adoption of the central over the Valley route, and that their opposition to the latter is unreasonable and without a solid basis of fact.

The Chronicle dismisses consideration of the Valley route with the observation that it would be a diversion of the road to satisfy sectional claims for recognition, but a close examination of the facts would disclose to it that there will be actually no saving of time in handling freight if the Central route is adopted. Indeed we believe that after a full and impartial survey of the Valley route has been made, and comparison instituted between it and the Central there will be found that the former has very substantial claims for recognition in the final selection. As we have said before, in the interim report presented to parliament by the commission, all the comparisons were made as between the Central route and the Intercolonial, which has nothing to do with the question in dispute. What we want after the new survey is made is a comparison based on the engineers' reports, between the Valley and Central routes, and if the latter has the advantage, having consideration to the desire of the government to secure the shortest feasible route from ocean to ocean, let it be selected. Is there any sectionalism in the Herald's position thus fairly and honestly stated?

The Chronicle says: "Possibly the Herald may have access to data that is not available to us, but all the reliable information so far given to the public fails to sustain the contention which the Herald has been so vigorously making throughout the discussion on the merits of the rival routes."

What information has the Chronicle respecting the Valley route. Does our contemporary not know that the advocates of that route

have found it utterly impossible to secure profiles and other important information that they might back up their arguments with positive proof of the superiority of that route? This information however, will be supplied we trust by the new survey, and till then will it be possible to judge fairly between the rival routes. The commissioners and the government have been convinced of the necessity for such information and it must be in their possession before they will take the responsibility of finally deciding on the route.

The Chronicle adds: "We do not desire, nor does any one in Nova Scotia, to prejudice the claims of Fredericton or the district which the Herald so ably champions."

Well then let our Halifax friends make some enquiries into the claims of the rival routes; let it give consideration to the arguments we have tried to advance, and let it wait for the fullest possible information before off hand advocating a route than can bring no substantial advantage to the interests of Nova Scotia.

The Chronicle, like the Moncton Transcript, unnecessarily rushes to the defence of the Nova Scotia engineers whose honor it thinks has been impugned in these columns.

The Herald has not charged dishonesty against any engineer nor does it intend to unless some flagrant case should come under its notice. We believe the engineers are capable men, but quite naturally the gentlemen from Nova Scotia who have been given such prominent positions in the work of survey, have a little cant towards their own Biddy. Will it not strike the Chronicle as peculiar at least that reasons have been found for relieving five prominent New Brunswick engineers from their positions on the survey, while we believe that our Nova Scotia engineering friends have found steady employment in the employ of the commission?

We believe that the New Brunswick engineers are quite as competent and experienced as those of Nova Scotia, and perhaps some explanation for the facts as they exist is possible, but we leave it to the Chronicle to say whether under the circumstances the Herald has not had reason for doubting the desire of the Transcontinental railway management to deal impartially in the matter. Not a foot of the railway will be constructed in Nova Scotia, yet the staff of the commission employed in New Brunswick will be searched in vain for more than two or three engineers occupying a prominent position on the survey, while Nova Scotians can be found in every department of the work.

Perhaps this condition is only accidental; perhaps it is due to the fact that the deceased chairman of the commission was a Nova Scotian, but it exists nevertheless, and furnishes good ground for the belief that the gentlemen from the sister province have had most kindly consideration extended to them by the controlling powers. This much can surely be said without impugning anybody's honor. No doubt all the engineers are competent, and the Chronicle may consider it a small thing to consider a man's place of birth in making public appointments, but the fact remains and cannot be winked out of sight, that Nova Scotians have been given the preference over New Brunswickers in filling the best positions in the gift of the commission in this province. Does the Chronicle want names and comparisons? Then we can give them if necessary.

The Herald makes the demand now and it is a reasonable one and should be met, that in the new survey of the Valley route New Brunswick engineers should be given at least an equal chance with the others. Indeed the first survey having been in charge of a Nova Scotian, the new survey should be performed by New Brunswickers.

\$100 REWARD \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address F. J. CHENEY & CO., Toledo, O.
Sold by all Druggists, 75c.
Take Hall's Family Pills for Constipation.

The marriage of Rev. J. C. Robertson, of Toronto, formerly of Milltown, and Mrs. Mary A. Sutherland, of Milltown, is announced to take place on Wednesday next, October 18th.

DOUBLE DROWNING.

Captain and His Nephew Find Water Grave at Digby, N. S.

Digby, N. S., Oct. 14.—There was evidently a drowning accident in Digby Basin yesterday off Rattling Beach, one of the most dangerous places on the basin, with the wind westerly and blowing hard.

Three boats left Digby at noon bound to Granville. One of them contained David Everett and his nephew, Charles Everett. This boat was deeply loaded with brick and was some distance behind the others. David Ellis and his son Ernest were in Townsend's orchard about 12.30 when they heard loud cries like someone overboard. They hurried to the bank. Two sailboats were in sight, one sailing towards Granville and the other rowing and sailing toward Digby. They also noticed two parcels floating on the water. The boat going toward Digby soon turned and continued on its trip to Granville. The men again resumed work in the orchard but continued to think about the loud cries.

The brick-laden boat nor its occupants have not since been seen, and it is thought she foundered. Sam McGrath, of Victoria Beach, who sailed the boat which returned to the scene of the disaster, says he did not hear anybody yell or see any accident, but he simply missed the boat coming behind and feared she had foundered. He did not see the parcels on the water.

Boats are out tonight but nothing has been discovered which will help to throw light on the sad affair. David Everett was about 55 years of age and leaves a widow, four sons and one daughter. He was considered one of the most careful boatmen belonging to Victoria Beach and has crossed the basin in all kinds of weather and had claimed the distinction of making more trips than any man of his age.

His companion was Chas. Everett, son of the late Chas. Everett, and leaves a widowed mother, he being her main support. He was single and aged 19 years.

The affair has cast a gloom over both sides of the basin and is the principal topic of conversation on our streets tonight.

W. T. Cummings, storekeeper, of Doaktown, Northumberland county, has assigned to Sheriff O'Brien for the benefit of his creditors. A meeting will be held in the office of H. H. Pickett on the 24th inst. It is understood that there are in all about 100 creditors, the largest being for \$600. In St. John about fifteen wholesale firms are interested.

The St. Stephen Thistles Athletic club have about concluded negotiations with the curling club whereby they will secure the use of the rink for skating one evening out of each week during the coming winter, with an option for the purchase of the building next spring or so soon as the curlers can erect another building for their own use at the rear of the present rink building.

A SWEET BARGAIN.

20 pounds of the best fine granulated sugar for a dollar at G. T. Whelpley's.

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For Infants and Children.
The Kind You Have Always Bought
Bears the
Signature of *Dr. J. C. Fitch*



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5 High Class Entertainments

Nov. 3rd.—THE SCHUBERT MALE QUARTETTE of Boston, with lady reader.

Dec 5th.—A. W. HAWKES, the Laughing Philosopher, familiarly known as "Sunshine Hawkes"

Jan. 9th.—BOSTON CONCERT COMPANY, Alice Helen Welmore, soprano, Katharine B. Hailiday, Cellist, Clarence H. Chute, Bass.

Feb. 13th.—EDWARD P. ELLIOTT, in masterpieces of modern comedy—David Harum.

Mar. 9th.—VALENTINE ABT, America's greatest Harpist and Emma E. Elmer, Contralto and Minnie S. Pierce, Pianist.

Tickets for Entire Course \$1.00

Prices will be 75c. each if purchased singly.

Secure tickets at once, as sale will be withdrawn as soon as seating capacity of Opera House is sold out. Course tickets may be obtained from young lady canvassers or at McMurray & Co's.

Miss Lenore Merrit, only daughter of Alkin Merritt, of Tilsonburg, Ontario, while walking in her sleep, fell into Tillson's race which flows in the yard, and was drowned.

First-class Millinery

At Modern Prices

Miss Williams

Queen st., opp. Officers' Quarters

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Chocolates and Cocoas.

Baker's Breakfast Cocoa.

Baker's No. 1 Premium Chocolate.

Baker's Auto (Sweet Eating) Chocolate.

Baker's Soluble Chocolate 1 lb. cans.

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We make as much a specialty of as for those who are younger. They fit perfectly. The lenses are ground to suit each particular pair of eyes, and they are beautifully and artistically finished. It's wonderful how cheap they are.

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OPENED TO-DAY.

Chiffon Broad Cloths,

Chiffon Venetians

In shades of fawn, green, brown, cardinal, garnet navy and blacks.
Light fawn Covert Cloths,
Navy and black Cheviots, 56 inches wide.

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Red Rubber Bottles and Fountain Syringes

Cannot be excelled.

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Mange Cure.

Distemper Cure,

Worm Capsules,

Liver Pills.

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PEOPLE'S DRUGGIST, - - - - - Opp. City Hall.

Seven Sutherland Sisters

Hair Grower

Exhibition week we sold over 100 bottles Hair Grower and 50 packages Scalp Cleaner. It is without a doubt the best Hair Grower and Scalp Cleaner on the market, having stood the test for 50 years. Sold at the CENTRAL PHARMACY.

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Choice Bargains.

This week we are offering our line of

TEAPOTS

At special discounts. Teapots in fancy shapes. Teapots in pretty decorations. Teapots in plain brown, in small, medium size and large size. Your choice for 13c, 16c, 19c, 29c and 39c. See window display.

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COMPLETE HOUSE FURNISHERS.