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DAILY HERALD

THURSDAY, DECEMBER 20, 1906

THE RIVAL ROUTES.

The friends of the Valley route for the Transcontinental railway have not yet abandoned hope that that route will be chosen. The reports of the engineers on the rival routes are now in the hands of the Commission, and a decision is expected in a few days. Some guessing is being indulged in as to the character of the reports, but nothing definite is available. It is conceded however, that the back route is shorter by some 29 miles, but the easier grades of the Valley route are also conceded, making it a much cheaper line to operate.

However, all speculation as to the final choice of routes is useless in view of the fact that no official information is yet given out.

RAILWAY ENTERPRISE.

MacKenzie and Mann, are easily the leading railway builders of America, and they are Canadians of whom their fellow countrymen have every reason to be proud.

The satisfaction felt at the great things these gentlemen have accomplished was voiced last week by the Toronto board of trade, who banqueted and otherwise highly complimented the gentlemen who are belting Canada from ocean to ocean with the great Canadian Northern railway.

The Herald has published a report of the addresses delivered by MacKenzie and Mann on that occasion, and while neither of them pretends to be a public speaker—"it is so different from railroading," they said—both gave interesting statements of the inception and progress of the great railway with which their names are associated.

Ten years ago they started the nucleus of the Canadian Northern and it was a modest bit of road only 125 miles long in the Province of Manitoba, and today the firm control 3,000 miles of railway in western and 850 miles in Eastern Canada. Splendidly equipped Canadian Northern trains are running from Port Arthur to Edmonton, through Winnipeg, connections are practically completed eastward to Quebec, from Yarmouth to Halifax, the South-western railway owned by the Company is in running order, and it will be but a short time, two or three years at the most, when the missing links of the Canadian Northern chain from ocean to ocean will be supplied.

As Mr. Mann stated at the Toronto banquet: "It is our intention to build westward through to the Pacific coast, making a continuous line of railway from tidewater to tidewater."

What share is to New Brunswick to have in the MacKenzie & Mann railway system. Does anybody suppose they will stop at Quebec, which is open to navigation only part of the year? Not at all likely.

The Canadian Northern expect to do their share of transferring the grain and other products of the west to the Atlantic seaboard in winter as well as summer, and they must have a terminal that is open to navigation all the year, and they will want it as near the west as possible.

St. John fills the bill in that respect, and to that city the Canadian Northern will undoubtedly run, with every probability of traversing the valley of the St. John river en route, and passing through Fredericton.

WHY CANADA IS BRITISH.

In an interesting address before the Catholic Union at Toronto, Hon. Geo. W. Ross, ex-premier of Ontario, gave some of the reasons why Canada, in spite of blandishments threats and actual attempted conquest, has continued to remain British instead of being absorbed into the American union.

In opening his address, Mr. Ross briefly reviewed the history of Canada's relations with the United States, noting the culminating effects of the United States Loyalist emigration from the States to Canada, the war of 1812, the invasions of 1837 and 1866, the Ashburton and other treaties which sacrificed Canadian to American interests, and the refusal of the Washington government to establish reciprocal trade relations with Canada.

All these influences, instead of driving Canada into a commercial and political union with the republic, had rather tended to strengthen the ties which bound the Dominion to the mother country. The disposition of the American people to overreach and aggrandize themselves at Canada's expense had accentuated the political and commercial cleavage between the two countries. Canada had been impelled by the policy of American statesmen to build up a political legislative and commercial nationality of her own. Driven from the markets of the United States, she had found better markets in Great Britain. The British form of government had been found by experience to be the best suited to her needs, and the Imperial sentiment was stronger today in Canada than ever before.

CURRENT COMMENTS.

Mr. B. Frank Smith, one of the opposition members of the legislature for Carleton, is reported to be organizing a company to establish starch industries in that country, possibly to try and stiffen up the opposition back bone which is said to be greatly weakening in view of its probable total defeat in the next election.

Halifax Chronicle.—Although Mr. Borden holds the title—and the salary, which is the main thing—it is evident that the real leader of the opposition is Mr. W. F. McLean. With Mr. Foster under a cloud, it has been very easy for the erratic and bit-champing member for East York to move to the front, while Mr. Borden meekly follows his lead. Altogether it would seem that the \$9500 salary is more precarious than ever.

BITS OF NEWS.

Mayor Ellis of Ottawa has resigned and is appointed assessment commissioner for the city.

Rev. D. Henderson, pastor of St. Andrew's Presbyterian Church, Chatham has resigned on account of ill health.

Charles E. Hughes, governor-elect of New York State, has been retained by the Crown in the Ontario Bank proceedings in New York.

Sir Francis Hopwood has been appointed permanent Under Secretary of State for the Colonies. He has been permanent Secretary of the Board of Trade since 1901.

Oscar S. Straus of New York, on Tuesday, was inducted into the office of Secretary of the Department of Commerce and Labor at Washington. Secretary Metcalf was subsequently sworn in as Secretary of the Navy, and Charles J. Bonaparte as Attorney General.

The charred body of a young woman was found Tuesday on a mountain near Hazleton, Pa. A slipper, hair combs and the frame of a woman's hat were picked up near by. On the body were three wire hoops, such as are used on barrels. The woman evidently was murdered and then placed in the barrel and burned.

Cashier J. B. F. Rinehart of the closed Farmers and Drovers' National Bank of Waynesburg, Pa., surrendered himself Wednesday and was admitted to bail in the sum of \$10,000. Discrepancies in his accounts, aggregating \$950,000, are alleged by Examiner Cunningham. Rinehart is also charged upon eight counts with making false entries in a report to the Controller.

Minister of Agriculture Tatlow, of British Columbia, has arranged with Commissioner Coombs of the Salvation Army to bring some thousands of Englishmen to swell the labor supply of British Columbia. The scheme will receive substantial aid from the local government. The Army is also to bring out here a number of servant girls.

Scandalous revelations have been made regarding the condition of a corned beef factory at Oldstoe, near Bremen, owned by a German who has escaped to Canada. The examination showed that the bulk of the beef sold to the army was prepared from putrid meat. The general condition of the factory equalled those of Chicago at its worst. The man is accused of being a fraudulent bankrupt.

At the Atlantic Union dinner in London Mr. Walker of Western Australia, said Australia had not been advertised in the same way as Canada, but was now waking up. Mr. G. A. Stairs of Nova Scotia, took exception to the remark, and said authors of boys' stories did not treat Canada properly, as the hero nearly always went to Australia and made his fortune.

The oil rights on Mr. Campbell's one-hundred-acre farm, south half of lot four, eighth concession, Tilbury East, Ontario, were sold by the Campbell Oil Company of Detroit to A. D. Akin, Spencerville, Ohio, and C. Melvin, Van Buren, Bolivar, N. Y., for \$56,000 cash. This is only for the rights as Mr. Campbell still retains title to the property, and he also gets every eighth barrel as his share of the drilling.

MIDDLE SOUTHAMPTON.

Dec. 17.—It has been very cold for the last few weeks. Mr. James Patterson, of New Hampshire, is on a visit to this

place. Miss Lilly Grant, who was on a visit to Worcester, has returned home on account of the illness of her father, John N. Grant. Inspector and Mrs. N. W. Brown are being congratulated on the arrival of a little stranger. It is a girl. The farmers are all finished threshing and are now getting up their wood. Nevers, Fox, who was out of the woods for a few days, has gone back again.

Mr. Charles Fox, an aged man of 72 years, passed away on the 28th of November. Rev. Mr. Rutledge conducted the funeral services. He preached from Revelations 11th Chapter and 12th verse to an attentive audience. The pallbearers were L. Miller, J. Freeman, J. Dore and E. Tabor. He leaves one son and one daughter, Mrs. James Patterson of Haverhill, New Hampshire.

The L. O. L. has elected the following officers for the year:

P. R. Brooks, W. M.
B. W. Akerley, D. M.
Issacher Patterson, Chap.
F. C. Brown, Rec. Sec.
J. F. Freeman, Fin. Sec.
Ezra Grant, Treasurer.
E. C. Farham, D. of C.
A. A. Ingraham, Lecturer.
Committee—John H. Fox, W. H. Oldham, Chester Grant, G. C. Grant, Alfred Stairs.
Hall Committee—F. C. Brown, F. R. Brooks, Issacher Patterson.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Fitch*



OTTAWA, Ont.

Architectural Competition for Departmental and Justice Buildings.

Competitive drawings are invited for Departmental and Justice Buildings to be erected for the Dominion Government at Ottawa, Ont.

The author of the best design will be awarded a premium of \$8,000 the second best \$4,000, the third best \$1,000 and the fourth best \$1,000.

Drawings will be received not later than April 15th, 1907, and are to be addressed to the Secretary of the Department of Public Works, Ottawa.

This competition is open to Canadian architects who have been resident in Canada for one year or more.

Conditions of competition stating requirements of buildings and maps showing site, etc., may be had on application to the undersigned.

By order,

FRED GELINAS,

Secretary.

Department of Public Works.

Ottawa, December 12, 1906.

Newspapers will not be paid for this advertisement if they insert it without authority from this Department.

Dec. 18—d3i.

Colwell & Jennings,

COMPLETE HOUSE FURNISHERS.

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Christmas Presents

Still receiving New Goods. Another lot of Children's Sets, Tables and Chairs. A choice line of Fancy Furniture suitable for Christmas Presents.

Ladies Secretaries. Fancy Rockers. Fancy Chairs. Fancy Tables. Music Cabinets. Parlour Cabinets. Dressing Tables. Chiffoniers. Jardiniere Stands.

Our Tables are filled with Fancy China, Bisque Ornaments, Fancy Case Goods, Silverware &c. Lamp Sale still continues.

A. E. Colwell. J. T. Jennings

WE HAVE A FEW LEFT

That \$3.00

Eclipse

Fountain Pen

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Silk Waists	Coats	Neckwear	Umbrellas
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A select line at reasonable prices can be obtained at

R. L. BLACK,

YORK ST. Fredericton, N. B.

DECEMBER 18, 1906.

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FOR

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Ladies Kid Gloves
Ladies Belts
Ladies Lace Novelties
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Handkerchiefs
Fur Ties
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The Making of a
Silk Waist
Silk Dress
Wool Waist
Wool Dress
Ladies Jacket
Down Quilt
Wool Bankets
Ladies Umbrellas
Gents Umbrellas
Table Linen
Linen Towels

Hand Bags
Hand Purses
White Aprons
Childs Wool Jackets
Childs Wool Overalls
Fancywork
Silk Waists
Silk skirts
Wool Waists
Childrens Dresses
Childrens Aprons

The more you make comparisons in the above list of goods, the surer we are of your trade.

Do not forget our Winter Cloth Coats at Half Price.

John J. Weddall & Son

Agents for Standard Patterns. Designers, 50c. per year.



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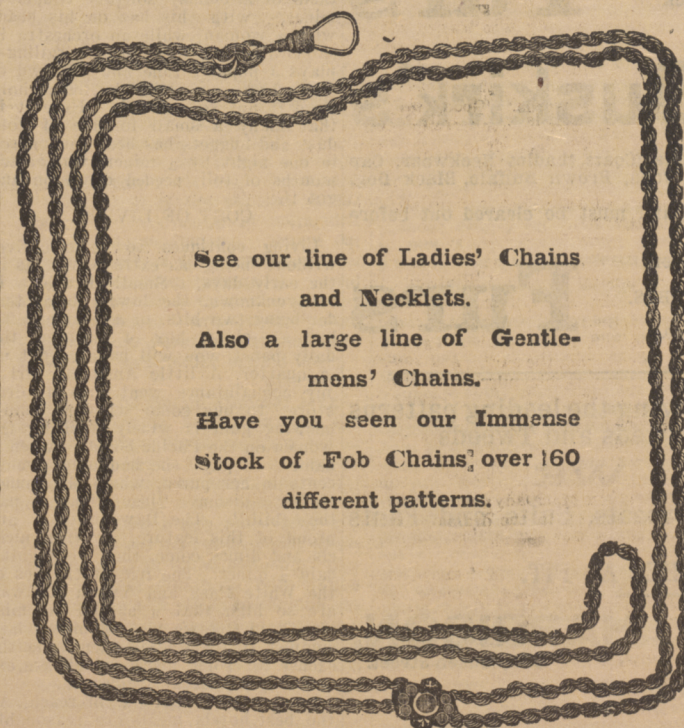
We have just received a large assortment of this well known confectionery done up in the most attractive boxes ever offered to holiday buyers. A suitable gift for a young Lady.

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See our line of Ladies' Chains and Necklets.

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Have you seen our Immense stock of Fob Chains, over 160 different patterns.



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