

Japanese Are Continuing Preparations For a Battle.

Treaty Will be Signed Today, and Afterwards Russians Will Attend Church—Reception Held Last Evening.

LIDZLAPUDZE, Manchuria, Sept. 4. 8 p. m.—The Japanese are continuing preparations for a battle. This is the cause of astonishment coming at the moment when the peace treaty is on the eve of being signed at Portsmouth.

The Russian advance posts report that the Japanese troops are very much disheartened with the peace agreement. The terms of peace are the subject of discussion everywhere. In the Russian army the prevailing spirit is one of satisfaction and even of lively rejoicing, though general confidence is expressed that the Russian troops would be victorious if they had to fight another battle.

Three thousand Japanese who on Aug. 27 descended on Port Dekastries (opposite the island of Sakhalin and 60 miles northwest of the Sakhalin town of Alexandrovsk), set fire to a grass covered steppes. The conflagration took on serious proportions.

PORTSMOUTH, N. H., Sept. 4.—The closing act of the peace conference promises to be a very tame affair. There will be no spectacular features. Final arrangements have been made for the signing of the "treaty of Portsmouth" at 3 o'clock tomorrow afternoon in the conference room of the hotel.

At the close of the reception, Baron Komura, speaking to the Associated Press, said that he was very satisfied with the result of the peace conference, adding that what has been done here had been for the best interests of Russia and Japan.

YELLOW FEVER AND CHOLERA

NEW ORLEANS, Sept. 4.—Yellow fever report to 6 p. m.: New cases, 58; total to date, 2,082. Deaths today, 5; total to date, 292. New disease centres, 16.

Cases under treatment, 321; discharged, 1,469. The increased number of new cases reported today is accounted for by the fact that several physicians, whose names had not appeared on the list heretofore, were all there today.

Among the outside reports today are the following: Patterson, 3 cases, one death; Lake Providence, three cases, one death; Terrebonne parish, 15 cases; St. Charles parish, 10 cases; LaPlace, St. John, 7 new cases since last report; Amelia, 8 new cases; Gulfport, Miss., new cases; Mississippi City, two new cases; Vicksburg, Miss., two new cases.

LONDON, Sept. 5.—The correspondent of the Daily Mail at Vienna says that two hundred deaths in recent weeks from cholera in the provinces of Galicia and Bukovina have been concealed by the local authorities under the description of European cholera.

TWENTY INJURED IN MAINE CENTRAL WRECK.

SOUTH GARDINER, Sept. 2.—The second section of the Bar Harbor express, train 127, on the Maine Central railroad, due here, bound eastward, at 2.45 a. m., crashed into the rear car of the first section, near the station here, early Saturday. The car was badly wrecked and 20 persons were injured, one young man seriously.

Previous to his departure for Upper Canadian cities, Hazen Daley, an employe of Ungar's Laundry, was on Saturday presented with a handsome meerschaum pipe by the employes of the laundry as a token of the esteem in which they hold him.

MANY TOWNS WILL BE HURT BY NEW G.T.P. LINE.

Will Run 250 Miles Alongside and Within a Few Miles of the Existing Railway Line—No New Development For That Distance.

(Mail and Empire.)

The Canadian Pacific Railway Company has lodged with the dominion government a very strong protest against the proposed location of the new Grand Trunk Pacific line west from Portage la Prairie as far as the Touchwood Hills. This is the section for which the contract has just been run and which as at present surveyed runs for 250 miles within from three to twelve miles of either the main line or the local branches of the C. P. R. and the Canadian Northern road.

The points at issue in this matter are as follows: When the bill incorporating the Grand Trunk Pacific line was under discussion before the railway committee of the house of commons last year the Grand Trunk people filed a map showing the proposed location of their road.

The Canadian Pacific immediately objected to this location, and in a communication to the secretary of state and the railway commission gave their reasons for doing so. When the bill came before the house of commons for first consideration a few months ago the question of the location of this part of the line was thoroughly discussed, and it was pointed out that as the new line was intended as a colonization railway, it should be so located as to serve new districts and open up new territories to settlement.

REFERRED TO SUB-COMMITTEE. The final location of this and other portions of the line of the new railway was referred to a sub-committee of the privy council, consisting of the minister of railways and the minister of justice, who have been actively dealing with the matter for the past month.

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On the 4th of August, 1905, the secretary of the Canadian Pacific Railway appeared before the sub-committee in response to a notice from the premier, and again protested against the 30-mile rule being departed from with reference to this or any other section of the Grand Trunk Pacific. Notwithstanding all these protests and in spite of the pledge given to parliament, the sub-committee of the privy council reported in favor of the location as defined on the map herewith published, and, acting on this report, the government made the final location, and the contracts for the construction of the line have been awarded.

The arguments against this location are many and strong, by two or three of them are alone sufficient to demonstrate its unwise. The location constitutes practically an attack on existing railway enterprises in that section of Canada, and contemplates the building of a large section of railway throughout a district which not only does not need a railway, but which will be positively embarrassed by it, while other sections of the country which could have been reached with almost equal ease are being left unserved by transportation facilities.

TOWNS WILL BE INJURED. All along the present railway lines towns of greater or less importance have grown up, supported by the business that came to them from surrounding agricultural districts. Some of these towns are on the main line of the Canadian Pacific, others are on the Canadian Northern, or on Canadian Pacific branch lines. Over the greater portion of the route from Portage la Prairie west for 250 miles the towns on the branch lines are distant only a few miles from the towns on the main line. It is very evident that if a new railway be laid down midway between these towns it will have the effect of drawing from them a large business on either side of the new line, and every one of them the deliveries of grain will fall off, and, as a consequence, a lesser number of farmers will come there to buy their supplies, so that such places as Austin, Sidney, Carberry, Sewell, Douglas, Wellwood, Brookdale, Hamiota, Pemmisa, Kenyon, Birtle, Binscarth and several others that have not now too much territory from which to get their business, will, beyond any doubt, be seriously injured. If there was no other route from Winnipeg and this new

transcontinental line was a necessity, something could be said in palliation of the government's action. There is, however, no difficulty whatever in striking out from Winnipeg in a northerly direction into a territory where many people have settled during the past few years, where there are no transportation facilities, and, therefore, many corporate or individual interests would be sacrificed.

HOW IT SHOULD RUN.

In defense of the new proposed location of this part of the Grand Trunk Pacific line it is urged that there is practically no other feasible route by which the route could reach the new western provinces. This, however, is not the case. North of the Canadian Pacific main and branch lines and south of the Canadian Northern Railway, west from Dauphin, there is a wide open country, comprising some of the best agricultural land in Western Canada; a stretch of country which is already thickly populated and crying out for railway communication.

It may be said that the new line could not have been profitably built northward on the east side of Lake Manitoba, but it is undoubtedly true that it could have turned north a very short distance from Portage la Prairie, cutting across the Canadian Pacific lines and serving this new and populous district westward to the railway which runs from Regina to Prince Albert. Had this route been followed the new transcontinental railway would have served its purpose as a colonization railway, and the gates of Portage la Prairie westward and would not have opened up populous districts not now served by existing lines. By this means the bill could have been profitably proportioned so that it can be expected that the circumstances proposed. By this means also it would have been possible to build up along this route a series of prosperous towns throughout a district not served by existing lines. The decision of the government, however, will mean the construction of a new line of railway through districts already amply served, and the effect of the construction of the road will be in a large measure to destroy the property of towns which have been built up through the construction of lines in years past.

MONTEREAL, Sept. 4.—The Allan liner Victorian is still in the identical position on the rocks and there is no change in the depth of water in her hold. Hugh Allan stated yesterday that the wreckers were continuously at work on the vessel, but so far the efforts had been directed to making preliminary preparations for attempting to move her.

Every precaution against straining the liner is being taken, and when the first attempt to float her is made she will be held in a vice-like grip against the current by kedge and land anchors. All the necessary wrecking appliances arrived at the steamer early yesterday afternoon, and she now has at her side ten fifteen inch pumps and several powerful wrecking tugs and lighters with a capacity of 2,000 tons, beside a schooner for the aid of the wreckers.

SEVEN THOUSAND HOUSES BURNED IN ADRIANOPLE. CONSTANTINOPLE, Sept. 3.—Fire at Adrianople Saturday caused enormous damage. Seven thousand houses were destroyed in the Greek, Armenian, Bulgarian and Jewish quarters. There were many victims.

HAULTAIN IGNORED In the Birthday Celebration of Saskatchewan.

THE MAN WHO TOOK SO PROMINENT A PART IN AUTONOMY QUESTION WAS INSULTED BY HIS PARTY.

REPRIMAND FOR A MAYOR WHO WAS DRUNK. ATLANTA, Ga., Sept. 1.—The city council in executive session tonight adopted resolutions condemning Mayor James G. Woodward for his conduct at the recent meeting of the league of American municipalities at Toledo.

HOPE YOUNG ASKS HELP FROM BOSTON. BOSTON, Sept. 4.—Mary Hope Young, who is under sentence of death in Digby, N. S., for the murder of the child, Minnie Ward, has sent an appeal to former friends in this city, asking funds to prosecute her appeal to high court. She states that she is poor, without means and without friends, and asks that donations be deposited with William S. Hutchinson, the jailer at Digby.

DEATH AT SUSSEX. SUSSEX, N. B., Sept. 3.—Ann, wife of Alderman J. A. McArthur, passed peacefully to rest at 12.30 o'clock this morning after a lingering illness of heart trouble, aged 64 years. She was a daughter of the late Captain Roach. A husband and three children survive.

MURDER IN MONTREAL. MONTREAL, Sept. 2.—The police found an unknown man lying on one of the city wharves early today with a fractured skull and at the point of death. There is every evidence that a crime had been committed. The unknown man has been removed to Notre Dame hospital, where he is expected to die at any moment, so serious are his injuries.

ALLAN LINER VICTORIAN STILL FAST ON ROCKS.

Are Being Made to Float Her—She Will be Laid Up For Some Time Stranded Leyland Liner Virginian to be Sold.

(Special to the Sun.)

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PHILADELPHIA, Pa., Sept. 4.—The labor unions in this city celebrated Labor Day by a "combined" parade. More than 10,000 men paraded.

PHILADELPHIA, Pa., Sept. 4.—Labor Day was observed here today by a parade in the morning, in which it is estimated 15,000 men marched.

HARTFORD, Conn., Sept. 4.—Grand circuit races postponed to tomorrow.

BANGOR, Sept. 2.—General Manager Austin of the Eastern Steamship Co. has confirmed the statement regarding the immediate erection of new buildings at Bangor landing.

REGINA, Saskatchewan, Sept. 4.—With perfect weather, Regina's celebration of the new province of Saskatchewan was a great success.

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J. A. TURNBULL DEAD IN HALIFAX. HALIFAX, Sept. 2.—J. A. Turnbull, general manager of the Acadia Steam Refining Company, died this evening. Mr. Turnbull came here from Greenock 26 years ago to become manager of the old Nova Scotia refinery, and when the change was made to the Acadia he was appointed general manager. He was 68 years of age.

WOLFVILLE NEWS.

Farewell Given to Dr. Keirstead. Canon Brock in a Critical Condition—Aldershot Camp—Wedding Announced.

WOLFVILLE, Sept. 4.—Miss Jennie Rodden leaves this week for Mt. Allison, where she will take a musical course.

The Aldershot camp will commence the 12th of September. Some of the officers are: Commandant, Col. C. W. Drury, C. B. A. D. C.; chief staff officers, Lt. Col. J. D. Irving, Gen. Lieut. Col. W. M. Humphrey; District Engineer, Lieut. A. Stewart, R. C. E.; Medical Officer, Lieut. Col. G. C. Jones.

The Rev. Canon Brock, D. D., who was taken with an apoplectic attack at Kentville, has been lying since in a critical condition, unable to take nourishment, as his throat is paralyzed. Invitations are out to the marriage of Miss Lucy Welton, daughter of Alan Welton of Port Williams, to Ralph F. Newcomb, Church Street, in the Port Williams Baptist Church on Sept. 6th.

Rev. Samuel T. Cann, Acadia, '02, and bride, who have been visiting friends here, go shortly to Roxbury, Mass., where Mr. Cann is pastor.

Denton J. Nelley, Acadia, '02, was ordained at Bridgetown on Wednesday, Dr. Trotten delivered the ordination sermon.

Rev. H. D. McQuarrie has gone to St. John for a few days, after which he expects to return to Newton to finish his theological course. Mrs. McQuarrie may be obliged to spend the winter in California on account of her health.

Mrs. G. M. Baker and family of St. John are spending a few weeks at Aberdeen Beach.

Mrs. James Jack of St. John, who has been visiting her sister, Mrs. J. C. Anderson, has gone to Boston for a few weeks.

Miss T. J. McCarthy has gone to St. John and Toronto to attend the millinery openings.

The Misses Pittfield, who have been visiting their aunt, Mrs. W. H. Chase of this town, and Miss Webster at Kentville, were given a picnic at Moore's Falls before returning to their home at Moncton.

Miss Hazel Woodman has been spending a month at the home of her mother, Mrs. G. M. Woodman, at St. John's, N. B.

Miss Dorothea Tobin of St. John, is visiting her friend Miss Edna Gillingham at Kentville.

Miss Dora Williams of Moncton is visiting her sister, Mrs. Burns.

Rev. Mr. Harris and wife of Minden, Conn., who have been spending a few weeks in the Valley, have gone to Moncton.

C. J. Mersereau of Newcastle, son of Inspector Mersereau, with his bride, has arrived here to resume his duties as head master in the collegiate academy.

Mrs. Keirstead and children have gone to Dartmouth to visit her father, Hon. Dr. Parker. She will be joined by Dr. Keirstead on Monday and they will proceed to Toronto. Dr. and Mrs. Keirstead have made a large circle of friends here among all classes and all denominations, and universal regret is expressed at their departure.

Haying on the Grand Frs dyke is over, and when the grain is cut, will be turned on for the afterfeed. A brilliant farewell reception was given by W. H. Parker, barrister, and Mrs. Parker on Monday evening at their beautiful residence on Westwood avenue, in honor of Dr. and Mrs. Keirstead. The house and grounds were brilliantly lighted and artistically decorated with a profusion of sweet peas and plants, and the wide verandahs were made cosy with sweet music was discoursed during this most delightful occasion. The large number of guests embraced the opportunity of conveying high appreciation of them as citizens of the town, and leaders in the educational, religious and social life of this community, and their regret at the loss sustained by their removal to Toronto.

ELITE ENAMELED WARE SUPERIOR IN FINISH and QUALITY MADE TO WEAR. We have just received Preserving Kettles, Sauce Pans, Tea Pots, Coffee Pots, Rice Boilers, Etc. We are showing a large range of KITCHEN COOKING UTENSILS which it will pay anyone to inspect. W. H. THORNE & CO., Limited, Market Square, St. John, N. B.