

QUEEN'S OWN RIFLES.

New York Admires Crack Canadian Regiment--Traffic Suspended--Cheer After Cheer Rings Through Coliseum.

New York, April 27.—The continuous round of applause greeted the Queen's Own Rifle Regiment of Toronto on their appearance at the tenth annual military tournament in Madison Square Garden tonight. Beyond all doubt the Canadians were the popular feature of the evening's programme. With thousands assembled, marching through the east gate into a brilliant electric glare, the regiment presented a most soldierly appearance, while their massed manoeuvres, the like of which is rare at United States tournaments, immediately gained the favor of the spectators. Cheer after cheer rang throughout the immense coliseum, handkerchiefs were waved, and so great was the enthusiasm that half the spectators remained standing throughout the entire programme. It was a hearty tribute to representatives from the Canadian militia at the hands of an admiring Yankee throng. Even when parading the streets on the way to the Garden, hurrying crowds paused to applaud the Queen's Own. The regiment which was under command of Lieut.-Col. Sir Henry M. Pellatt, with a staff composed of Major P. L. Mason, Major Gunther, Surgeon-Major Palmer, Captain Thom, Quartermaster, and Captain George, Adjutant, paraded 800 strong, including two bands, ten companies, signal corps, Maxim gun squad, bearer section and pioneers.

ROUTE OF THE PARADE.

The route of the parade from the temporary quarters at the 12th Regiment Armories on Columbus avenue was first to 61st street, to Broadway, to 57th, to Fifth avenue, to 26th street, and the Garden. For a while traffic was completely suspended on Broadway to allow the regiment to pass. Though Madison Square Gardens arena is large, it was not sufficiently ample to accommodate the large Canadian regiment. Many times the beauty of the movements was spoiled for an instant owing to lack of space. However, the spectators readily saw where the small fault lay, and every sympathy went with the Queen's Own. The regiment marched in fours, pioneers and bands leading, followed by Sir Henry M. Pellatt on his famous white horse. By their playing of "The Star Spangled Banner," as a prelude the brass band gained the New Yorkers' admiration. Following the march in, the regiment deployed into two lines for a general salute, then formed into quarter column, with a left wheel for the march past. The salute was taken by Brigadier-General Nelson H. Henry, U. S. A.

INTERESTING MOVEMENTS.

After the march past the regiment advanced by half-battalions from opposite sides of the arena, and, pass-

ing between one another, formed a column of double companies, then advanced in fours from the centre of double companies. This movement was particularly interesting. A manoeuvre, which was worked almost perfectly, was the wheeling of half-battalions, and since the men were massed so closely there was adequate room. No extended movements were attempted, while only the main body of the regiment figured at all.

The marching was particularly good, and comments were heard that it was equal to that of soldiers from the United States regular army. The band achieved popularity with its rendering of thoroughly United States music. On Saturday night the Queen's Own again will occupy the most prominent place on the programme with entirely different movements. The bugle band will then be brought into play. Flags, streamers and myriads of electric lights have turned the garden into a veritable fairy palace, but the only British or Canadian ensigns noticed were two small flags carried by the signal corps from Toronto.

THE TRIP TO NEW YORK.

Both sections of the train bearing the regiment left Toronto Union Station about 8.20 last night, and the first section reached the New York Central dock siding here about noon today, closely followed by the other section. Detaining was a matter of a few minutes, and the entire regiment was on its way to the Twelfth Regiment Armory at Columbus avenue and 62nd street at 12.30 o'clock.

GREAT CROWDS CHEERED.

Great crowds gathered on the sidewalks and cheered as the neatly dressed regiment passed by. The business-like appearance of the regiment was the subject of much comment by the citizens, who were evidently inclined to expect more than practical fighting quality in soldiers representing the British Crown. The Twelfth Regiment Armory, which will be the home of the regiment for the next three days, is a building about twice the size of the armories at Toronto. The drill hall proper permits about the same extent of floor space as the Toronto building, but attached to it are various officers' rooms, lecture halls and ante-rooms, which assist in catering to the social as well as the military welfare of the New York National Guardsmen. In this great building the Canadian soldiers eat and sleep. Downstairs in a commodious basement the inner man is attended to with a menu, which is pronounced by the soldiers to be "good active service grub." The drill hall proper has been turned into an immense dormitory, where men lay wrapped in blankets and quonsets on the floor. It is a hard bed, but the men are happy and they sleep soundly.

LONDON'S NEW STREET A WONDER.

Thoroughfare of Pompous Proportions Opened Between Holborn and the Strand.

King Edward has opened the new thoroughfares of Kingsway and Aldwych, the construction of which form the principal part of the important undertaking known as the Holborn to the Strand improvement, says the London Times. The work has been in active progress for a long time past, the changes wrought being so great as almost to bewilder even those to whom the neighborhood is familiar. Lofty buildings and time-honored landmarks have been swept away, whole streets demolished, and the face of London in this locality completely transformed. The improvement is, indeed, the largest which has been carried out in London since the construction of Regent St. in 1820.

How greatly needed was the provision of better means of communication between Holborn and the Strand is known to every Londoner. The inconvenience resulting from the existence of the congeries of tortuous and narrow streets connecting these two great arteries of traffic has been experienced, grumbled at, and endured for at least a century. Nearly seventy years ago a scheme was put forward with the view of effecting an improvement; and from time to time other proposals, all of them destined to remain unexecuted, were submitted to those in authority. The great expense attendant upon such a work appears to have been the principal cause of its postponement till a more convenient season. At length, in 1889, the London County Council, having superseded the old Metropolitan Board of Works, took the matter in hand. Even then there were many difficulties to be faced and overcome. It was not until ten years after the subject had been referred to the proper committees to consider and report upon it, that the bill amending the council to undertake the improvement received the royal assent. This was in 1899; and it is to the credit of the council that, having got their powers, they proceeded with diligence to exercise them, so that, although Parliament allowed until August, 1906, for the completion of the scheme, it has actually

been carried out by October, 1906. Henceforth there will be a fine street running through an important business center and connecting the principal thoroughfares of London, to the great advantage of the whole community. Kingsway, the new street starts from Theobald's road and proceeds southward along the line of what was formerly Southampton row. Then, crossing Holborn through what was once Little Queen street, proceeding in a straight line to the site of the old Olympic Theatre, which fronted Wren street. At this point the street divides and forms Aldwych, a crescent with a bold and extensive sweep to the eastern horn of which opens into the Strand at St. Clement Danes Church, while the western horn enters the Strand at Wellington street, almost opposite Waterloo Bridge. By St. Clement Danes Church a side has been allotted by the council to the Gladstone memorial, which will thus be placed in a very conspicuous situation. The bronze figure of Mr. Gladstone, in the robes of chancellor of the exchequer, will stand upon an architectural base of Portland stone, the total height being about thirty-two feet. The memorial has been designed by Hamo Thornycroft, R. A.

The complete thoroughfare is about 4,200 feet in length, or just over three-quarters of a mile, and the width one hundred feet throughout, with the exception of a short distance in Southampton row, where it is eighty feet. The decision to make the street one hundred feet wide was arrived at after consideration of all the circumstances, in preference to the adoption of a width of ninety feet, which had been recommended by the council, it being ascertained that there would be actually a net saving resulting from the greater width, owing to the enhanced value of the land, due to this cause. The width of Shaftesbury avenue and Charing Cross road may be mentioned for comparison is sixty feet, that of Queen Victoria street seventy feet, and that of Northumberland avenue ninety feet.

In both Kingsway and Aldwych the width of the roadway is sixty feet, each of the footpaths being twenty. The total estimate of the gross cost of the complete scheme of improvement, without deducting recoupment, was £6,120,380, and after deducting the estimated recoupment the estimated final cost was only £1,757,180. The estimated gross cost for property in Aldwych and Kingsway amounted to £4,442,500, exclusive of the cost of rehousing sites and paving works. Up to the present the actual cost of the settled claims in round figures amounts to £4,055,000. It is expected that when the six outstanding cases are settled, the total actual gross cost of property will not exceed £4,200,000, or a sum of over £200,000 less than the gross estimate.

ARE YOU COSTIVE?

If you knew how bad for health constipation is you would be more careful. Irregular bowels cause appendicitis, jaundice, anæmia and a thousand other diseases too. Sooner or later it will bring you to a sick bed. The use of Dr. Hamilton's Pills changes all this quickly. They are made to cure constipation in one night, and always do so. By taking Dr. Hamilton's Pills you are sure of a keen appetite, splendid color, jovial spirits and sound restful sleep. Gentle in action; good for men, women or children. 25c. per box, or five for \$1.00. At all dealers in medicine.

PLOT EXPLODED.

Latest Tory Effort to Discredit Mr. Emmerson a Dismal Failure.

Ottawa, April 28.—F. W. Sumner, a Conservative M. P. of the New Brunswick legislature, Mayor of Moncton and a prominent business man of the Province, before the Public Accounts Committee yesterday, gave a most effective and decisive knock-out blow to the insinuations raised by Mr. Barker, M. P., of Hamilton, and one or two Conservative newspapers in reference to the New Brunswick Petroleum Company and the connection of Mr. Emmerson with the Company. Mr. Sumner is president and manager of the Company. He has been connected with it since its inception, and is familiar with all its affairs.

He testified today that he took charge of the Company in 1904, when Mr. Emmerson, who had been president, sent in his resignation. Since that time Mr. Emmerson took no active part in the management of the Company. Mr. Emmerson or any one else never got a dollar out of the Company. They put a lot of money in it and got none out. He paid for telegrams for the Company out of his own pocket. Mr. Emmerson did the same thing when he was president.

Mr. Sumner said that he knew whereof he spoke because he signed the cheques, had the Company's books and knew all about it. Their connection with the Company was largely a sentimental one. The oil wells were in Westmorland, Mr. Emmerson's constituency and in Albert. It was a development proposition and if successful, it would be a good thing for the Province.

"I am a strong protectionist," said Mr. Sumner, "and I wanted to see the I. C. R. purchase its oil from a local concern instead of from the Standard Oil Co., as previously. Mr. Sumner said that he made the arrangements for purchasing a couple of oil tanks from Samaria, which they could not get their own pumped because of the cold weather. He did this, as he was anxious to hold the contract with the I. C. R. There was no secret about it. The Committee could have the books or any other information it desired."

Mr. E. M. MacDonald, of Pictou, who has been looking after the matter very closely asked Mr. Sumner if he supported the Conservative party.

Mr. Sumner—"Solidly."

The evidence of Mr. Sumner was so complete and satisfactory that Mr. Barker, Tory M. P., declared the inquiry closed.

DEPARTMENT OF AGRICULTURE.

Dairy Commissioner's Branch, Cold Storage Division, Ottawa, March 15, 1906.

To Creamery Owners, I am directed by the Honorable the Minister of Agriculture, to state that Parliament will be asked to extend the bonus of \$100 on cold storage at creameries to the year 1906.

CONDITIONS OF PAYMENT.

Payment for the full amount of the bonus will be made at the close of the buttermaking season, upon fulfillment of the following conditions:

(1) An efficient cold storage must be built according to plans and specifications supplied, or approved, by the Dairy Commissioner, Ottawa.

(2) A sufficiently low temperature must be maintained on the cold storage to protect the butter against injury for a reasonable length of time. Creamery owners desiring to take advantage of this bonus will be required to:

(1) To make application before July 1st, 1906, on forms provided for the purpose;

(2) To send in a daily record of temperature maintained in the cold storage, once a month during the season.

The construction of the cold storage will have to pass inspection, by an officer of the Department, or some person designated to make a report on it. The efficiency of the cold storage will be determined by this report and by the monthly reports of temperature.

Inspectors of the Department of Agriculture, Ottawa, must be permitted to examine the construction of the cold storage and to make tests of

THE HERALDS FASHION PLATE.



THE SCHOOL GIRL'S SHIRT WAIST.

Tailored shirt waists are much affected this season by the growing school girl. Though extremely simple of make, they are none the less smart. In fact, it is just this very simplicity which gives them their smartness. Sleeves are either long or short, but that reaching a third below the elbow and finished with a turnback cuff is to be a very popular

model this summer time. In the waist picture the fronts are tucked and stitched on the shoulder line to yoke depth, and there is a triple centre box pleat, the fastening made invisibly beneath this pleat. And in the back there is a double centre box pleat which graduates in width to the waist line. The neck is finished with a shirt band, to which is buttoned the stock of medium height, around which is worn a soft string tie.

temperature at any time during reasonable working hours.

The temperature of the butter in its inception, with its three days in the cold storage will be taken as representing the average temperature of the cold storage.

Revised plans and specifications for creamery cold storages, on the "Air Circulation" system and the "Cylinder" system, will be furnished on application.

Some experiments in insulation were conducted by the Cold Storage Division last summer, and as a result of the information thus obtained were able to recommend a rather cheaper form of construction than has hitherto been considered advisable. The plans have been revised accordingly.

The Inspector of Creamery Cold Storages will visit on request, as far as possible, all creameries applying for the bonus, for the purpose of giving assistance in the planning and construction of the cold storage. The necessary forms will be supplied.

All subject to ratification by Parliament.

Address all communications to the Dairy Commissioner, Ottawa, Ont.

Yours respectfully,
J. A. RUDDICK,
Dairy Commissioner.

NERVOUSNESS, A CALAMITY.

Many who don't realize what lies beyond, treat an attack of the "nerves" with indifference. Others consider it will soon pass away. But in every case nervousness is a calamity. Only one remedy will cure—Ferrozine—a nerve strengthener that acts through the blood. First it gives you appetite—you eat plenty. This fills the blood with nourishment for the inner nerve cells. Energy and strength is instilled into every part of the system. You get well—keep well—nervousness forever departs, because you've used Ferrozine. Price 50c. per box of fifty tablets at all dealers.

MET THE ORDEAL OF HIS LIFE AT SAN FRANCISCO.

Millionaire Sands Tells About His Earthquake Experiences to the Herald.

Montreal Herald.—Mr. Haydon Sands, the well known New York millionaire, poet, and impressionist, who spends most of his time traveling about with his valet, arrived here two days ago, from San Francisco, and spent some time at the Windsor Hotel before going on to New York and Atlantic City. He had been moving up and down the California coast for a month and had reached San Francisco two days prior to the earthquake and fire.

Mr. Sands, who is a frequent visitor to Canada, and a friend of Manager Weldon's, declares his San Francisco experience to have been the most terrible ordeal he has ever passed through.

"I was," said he, just as he was on the point of leaving for the south staying at the San Francisco Hotel, which was the most modern and best equipped establishment of its kind in the city. Being fireproof throughout it withstood the flames, but it did not escape partial destruction, from the earthquake. I was aroused in the early morning just about daybreak by a succession of detonations and loud rumbling noises, instantly followed by a terrific shaking of the building which swayed backwards and forwards. Then came crash after crash, and it seemed as if the whole building—walls, furniture, and contents of every kind, were being hurled by an invisible force into a huge inextinguishable mess. Then I seemed dazed. I have confused recollection

of people rushing about terror stricken, screaming, partially dressed.

"Both my valet and myself got through the wreckage in some way, how I cannot tell. As I said, the condition of the St. Francis was far better than that of any other hotel, but only a portion of it remained habitable, although it escaped the fire.

"Never will I forget that terrible day. It seemed as if the whole population were deprived for the time being of their wits, and absolutely helpless. The situation was beyond the resources of man to cope with. Without water supply, and without means of any kind of resisting its doom, the city presented a spectacle that no one could behold without terror. I got away as soon as I could arrange my affairs, but never shall I forget the two dreadful days that I spent there.

"I have my nests were at the St. Francis," did you ask?" I am sure I couldn't tell. I only know there were a considerable number, probably some hundreds, but as for what became of them or how they or the staff fared, I can tell you nothing nor can I say what fatalities there were."

"Do you know," said the cheerful idiot, "that it is the easiest thing in the world to tell whether a man is going out on a journey or returning, by the way that he carries his portmanteau."

"I never thought of that," said the simple young man. "What is the difference?"

"It is just this way," said the other, "when he goes away he carries his portmanteau towards the railway station, and when he is coming back he carries it in the other direction."

Sunlight Soap is better than other soaps, but in best use in the Sunlight way. Buy Sunlight Soap and follow directions.

A RIGHT WAY AND A WRONG WAY

Many people have many ways to bring about the same result. Most of them are mistaken ways, but this is not known until the test of time points plainly to the error. Practically there are but two ways to accomplish anything; a right way and a wrong way. Take, for instance, a man with a bad back, there are lots of them, and of various kinds, some with aches and twinges, others with cricks and twinges; then there's the dull, heavy continuous kind that lasts all day and doesn't sleep at night. They're all bad enough, they're all hard enough to get rid of. Some people rub the back with liniment, others cover it with plasters, either or both means often bring relief, but the pain comes back—it's the wrong way to cure the trouble.

DOAN'S KIDNEY PILLS

have a way to cure backache, a way that's all their own—the right way. They're made for the kidneys only. When the kidneys fail in their work of filtering the blood the back aches because they are situated in the small of the back; backache is the kidney's warning of trouble, and every day you let the warning go it brings you nearer to urinary disorders, Diabetes, Bright's Disease, etc.

Doan's Kidney Pills cure every form of kidney ailment and that's why they bring such quick relief from backache. Mr. Fred Gray, Good Corner, N.B., writes: "I was greatly troubled with pain across my back. I procured a box of Doan's Kidney Pills, and received so much benefit from them that I consider them the best remedy for kidney trouble there is. I would not be without them in my house."

Price 50 cents per box or three boxes for \$1.25, all dealers or The Doan Kidney Pill Co., Toronto, Ont.

How Long is the String?

We have placed in our window a jar full of twine and every customer who purchases from us one dollar's worth of goods are allowed to register one guess to the length of the string. The party making the best guess gets first prize which is \$5.00 in cash; second best \$3.00 in cash; third best \$1.50 in cash. The date for measuring the twine will be May the 5th next. Don't miss it.

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INTERCOLONIAL RAILWAY

On and after Sunday, Oct. 15th, 1906 trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE FREDERICTON
No. 303 Mixed for Campbellton, Moncton, Chatham and Loggieville..... 5.45
No. 302 Express for Montreal, Chatham, Loggieville..... 16.20
No. 317 Suburban for Marysville..... 8.15
No. 321 Suburban for Marysville..... 11.15
No. 327 Suburban for Marysville..... 18.25
No. 329 Suburban for Marysville..... 21.00

TRAINS WILL ARRIVE AT FREDERICTON.
No. 302 Express from Montreal, Quebec, Chatham and Loggieville..... 13.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville..... 18.35
No. 318 Suburban from Marysville..... 8.15
No. 322 Suburban from Marysville..... 11.15
No. 328 Suburban from Marysville..... 18.25
No. 330 Suburban from Marysville..... 21.00

All trains are run by Atlantic Standard time. Twenty-four hour notation. 24.00 o'clock is midnight.
Moncton, N. B., Oct. 12th, 1906

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