A GREAT ACHIEVEMENT

C. P. R. With its Enormous Transportation Facilities Marks Another Epoch in Canadian History.

TEN DAYS SAVED IN MAIL SERVICE BETWEEN LONDON AND CHINA.

Chalk River, Ont., Aug. 31.—When the conductor at nine o'clock sharp, this morning at Quebec, shouted "All aboard for Hong Kong and intervening points," he gave a cry of an historic epoch.

Twenty years ago the first transcontinental train of the C. P. R. made history for Canada. The train today, "Overseas Mail," which beats the record of two decades ago of two and one-quarter days, adds another page to the history of the Dominion.

The prediction of twenty years ago that the Canadian Pacific would make for United Canada as well as for the greater unity of the empire, has been amply fulfilled.

The railway with 11,0fi0 miles of line is now in more ways than one, the backbone of the Dominion.

Its ships on both oceans the other day carried the Canadian flag around the world.

Its telegraph lines span this continent and do business with Europe, Asia, Africa, and Australia.

It conveys British troops from England across North America to India and China.

It has done more than any other single agency to develop the Canadian northwest which is supplying Britain with bread, and her superabundant population with comfortable homes.

Its great financial success has improved the public credit of Canada. Its energies made her a powerful young nation where before she was a mere collection of provinces without a common aim or a common patriotism.

All this and more has been accomplished by the C. P. R. in a quarter of a century, which in the life of a community is but as the twinkling of an eye.

In the great future that lies before us and in the greater consolidation of the empire upon which the mind of the English race is set, the Canadian Pacific is destined to play a still more conspicuous part.

Its latest achievements is in the direction of binding England and her Over Sea Possessions more closely to-mail from Liverpool by one of the new Canadian Pacific steamships to Quebec, thence by a special train across Canada to Vancouver, and from there by another C. P. R. steamship to Hong Kong.

The total distance of 13,000 miles is to be traversed in thirty days, ten days less than the time consumed by the Suez Canal route.

No other company in the world with steamer, rail or both combined, is capable of undertaking still much less of performing such a feat by its own unassisted efforts.

Nothing like it has ever been done before, simply because there has never, till now, been an organization of the resources and all embracing capabilities on land and sea of the C.P. R.

The Empress of Ireland arrived at Quebec this morning at 2.10 o'clock, making a record trip across the Atlantic of six days seven hours and fifty minutes, and on schedule time.

The Over Sea Mail train left at 9 o'clock reaching this point sharp on time at eight fifteen. There was no attempt at speeding the magnificent train, but merely an effort to make the time which would connect with the Pacific Empeess of China which would land them at Yokohama in twenty-two days and in Hong Kong in twenty-nine days from London, nearly a week less than has previously been done by any route.

While there were a large number of passengers destined for the Orient, the great majority preferred lingering in Canada, and so while the initial train does not carry so many people as was anticipated when the Empress left Liverpool, the main idea of landing the mails from Europe to the Orient in record time is being more than satisfactorily maintained.

The Empress of Ireland brought over 1437 passengers, a great majority of whom went to western Canada by the Empress special, which left Quebec within an hour of the Empress' arrival there.

LENGTH OF SLEEP STARTS DISCUSSION.

Advice to Repose More Opens Controversy that Takes in all Classes.

London, Aug. 31.—All England is greatly interested in the discussion now going on regarding the requisite amount of sleep for men, women and children. Dr. T. Dyke Acland started the discussion with his advice to all to sleep longer. Dr. Josiah Oldfield, the noted specalist, followed this with the declaration that women need less sleep than men.

Representative men and women whose opinions have been sought agree that most people suffer from insufficiency of sleep, either as a general rule or at special seasons. Devotees of society during the season members of parliament during the session, and ardent business men complain as a rule that the sleep they get is inadequate.

EIGHT HOURS FOR THE KING.

When the King is at Mariebad 8 o'clock is the hour set by the physician for retirement, and His Majesty is awakened at 6.30 a. m. fo his first glass of water—which allows a minimum of eight hours for sleep

Sir Alfred Jones, a man of great activity at sixty years of age, says: "It is my regular habit never to be out of bed after 10 p. m., and never in bed later than 6 a. m. This has served me well for fifty years, as I have never had a holiday during that time."

Sir John Thornycroft, who founded the shipbuilding works at Chiswick and is now sixty-three, informs the Daily Mail: "I find it necessary to sleep from seven and one half to eight hours. I think this enough for most adults."

Sir Charles Scotter, chairman of the London and Southwestern Railway, says: "Eight hours are sufficient."

LIPTON SAYS SIX AND A HALF

Sir Thomas J. Lipton, says: "I consider eight hours quite sufficient fo any man, but personally am satisfied with six and one half."

Nine and a half hours' sleep is the rule prescribed for the Harvard boating crew; 9.30 to 10 p. m., bedtime, and 7.30 a. m. for rising.

Eugen Sandown gives an emphatic pronouncement in favor of nine hours

During the six months which Chas. Frohman, the theatre manager, spent in London recently, his hours of sleep averaged not more than five. He rose at 7.30 a. m., and rarely got to bed before 2 a. m., sometimes later.

At the Bank of England a high official said he liked twelve hours whenever he could get it—tnat is, between Saturday and Sunday. "Other days I don't get enough."

The principal of a leading firm of stockbrokers said: "Members of m profession sleep well, because we have easy consciences. I myself find nine to ten hours sufficient."

NIGHTS IN WAKEFULNESS.

I have been a sleepless man a my life" said Hall Cane, "there ar periods when I do not sleep more than four hours in the night, and these few hours of sleep are broken by dreams from which I awake tired and exhausted. Occasionally I have a whole night or two of entire wakefulness, but even at the best of times never sleep for more than six hours during any one night. It is when I most need undisturbed rest that I find it most difficult to secure it."

The Bishop of Ripon—When young, take as much sleep as you need; when old, as much as you can get.

Sir Frederick Treves—The average amount of sleep for myself is seven to eight hours.

Mr. Berholm Tree—I should say in my case eight hours' sleep is better than seven, and nine hours better than eight. I take nine hours whenever I can, and invariably sleep for that period when on a holiday, and as near to it as possible as all times.

Sir Edward Ward, Permanent Under Secretary for War—I find six and a half hours enough. I daresay I could manage nine or ten hours with an occasional wake up; but I should call that "slacking."

Just fancy the vicious disposition of those naughty girls who touched a poor blind beggar for a thousand dollars! Montreal is getting to be an awful place.

A FANCY APRON.

What dainty little affairs fancy aprons may be made! It requires only a small piece of lawn, some fine lace edging and ribbon run beading or insertion for a really charming creation to result. The apron shown is very easily made and yet very pleasing when finished. The two pockets formed by the applied centre panel are quite unique and practical adornment. This applied portion is joined with insertion or beading while the same appears as finishing for the edge. Broad ties fasten the apron in back and are decidedly becoming. 6747—one size.

PATTERN DEPARTMENT OF THE FREDERICTON HERALD.

Please send the above mentioned pattern, as per directions given below, to

Name..... ....

No..... ....Street..... .....

Town... ....Province.....

Measurement—Waist..... Bust... ... .

Age (if child's or miss' pattern) .....

CAUTION.—Be careful so send size of pattern wanted. When the pattern is bust measure you need only mark 32, 34, or whatever it may be. When in waist measure, 22, 24, 26, or whatever it may be, If a skirt, give waist and length measure. When miss' or child's pattern write only the figure representing the age. It is not necessary to write "inches" or "years." Patterns cannot reach you in less than three or four days from the date of order. The price of each pattern is 10 cents in cash or postal order or stamps.

BUILDING TO HUDSON'S BAY

Canadian worthern Railway to Soon Reach As Mission.

Toronto Globe:—At the offices of the Canadian Northern Railway yesterday afternoon a denial was given to the report that negotiations were proceeding looking towards the construction of the Hudson's Bay railway jointly by the Canadian Northern and Grand Trunk Pacific railway companies. "There is nothing in the rumor that I have heard of, and you may safely say there is no foundation for it," said one of the leading men in the management of the Canadian Northern.

As a matter of fact a goodly portion of the road to Hudson's Bay has already been constructed by Messrs. Mackenzie & Mann under the old charter of the Winnipeg & Hudson's Bay Railway Company, which they acquired some years ago, and which formed one of the two roahs the combination of which laid the foundation of the Canadian Northern system as it now exists. Originally, according to the reports of the railway department, in 1884, there was a land grant voted to the road of 6,400 acres per mile in Manitoba,and 12,800 acres per mile of road in the Northwest territories. Subsequently this grant was amended to 1,440,000 acres for that portion of the line from the C. P. R. northerly to the boundary of Manitoba, and for that portion north of the Manitoqa boundary to Fort Churchill, a distance of 425 miles, an aggregate grant of 5,440,000 acres.

Under that agreement the Prince Albert branch of the Canadian Northern railway was constructed as a portion of the Hudson's Bay line. Last spring the board of railway commissioners approved the location of an additional 89 miles of the railway running from a point on the Prince Albert branch between Edmond and Etoiniam, running in a northeasterly direction to the Pas Mission. Work on this section has completed before snow flies. The general route mad filed with the railsummer, and it is hoped it will be way department shows that from Pas Mission the projected road will run in an easterly direction south of Churchill River to Fort Churchill. The surveys for that section of the line have not, however, been completed.

Those June bridegrooms have about decided that courtship is a preface to hardship.

CLARKE'S COMPLAINT NOT NECESSARY.

Sir George Drummond Finds Canada Looming Large in British Minds.

London, August 29.—Sir George A Drummond, in the course of an interview with the Star's representativ were, commented on Canadian fears that the British Government wer dealing directly with the United States in settling outstanding Canadian questions behind the backs of the Canadian Government.

He said that he hoped the British Government would tread warily. Canadians were in no mood for a repetition of the Alaskan boundary inciden and they were very sensitive.

No questions affecting Canadia rights should be dealt with in London but rather with Canada herself.

Sir George Drummond emphaticall dissents from Lieut.-Governor Clark complaint that Canada is regarded with indifference in Brittain. He sai on the contrary, that Canadian obtain every consideration and neve more so than now. This is the declared experience of every Canadian statesman and public man.

Especially in these days of Canadian prosperity are English eyes fastened on the Northwest, greatly as it seems to the dicomforture of the Australian Government, who find it almost impossible to divert the attention of British immigrants from Canada to Australia, though they are prepared to spend much money in an emigration propaganda.

The spirit in which Brittain now regards Canada 's acquistion of the attributes of nationhood is illustrated by a mission, upon which H. W. Cleeve, of the Royal Mint staff starts this week. Canada is establishing a mint at Ottawa in order to make coin formerly made at the Royal Mint here.

Cleeve proceeds to Canada tomorrow on leave from the British government to superintend the installatio of machinery at the Ottawa mint which begins operations next spring.

Royal Household Flour

Best for Bread & Pastry

THE OGILVIE FLOUR MILLS CO LTD MONTREAL

INTERCOLONIAL RAILWAY.

TENDER

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tenders for Excavation at Halifax," will be received up to and including SATURDAY, BEPTEMBER 8th, 1906, for all labor and materin connection with the excavating and grading for new tracks between North Street Station and the grain elevator at Halifax, N. S.

Plans and specification may be seen at the Terminal Agent's Office, Halifax, and at the Chief Engineer's Office, Moncson, N. B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B., 16th Aug. 1907.
Aug. 21—d14i.

Prince Edward Island Railway.

TENDER

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Car Shop at Charlottetown," will be received up to and including TUESDAY, SEPTEMBER 4th, 1906, for the construction of a Car Shop at Charlottetown, P. E. I.

Plans and specification may be seen at the Resident Engineer's Office, Charlottetown, P. E. I.; at the office of the Secretart of the department of Railways aad Canals, Ottawa, Ont., and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specification mu?t be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B., 17th Aug. 1906.
Aug. 21—d11i.

Intercolonial Railway.

TENDER FOR BRIDGES.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Bridges," will be received up to and including Monday, September 3rd, 1906, for the construction and erection of the steel superstructure of a bridge at Doaktown; the steel superstructure and masonry substructure of a bridge at Boiestowo (both on the Loggieville-Fredericton Sectioo), and also for the construction and erection of the steel superstructure of a bridge at Boyer River, near St. Charles Junction, P. Q.

Masonry plans and general specification may be seen at the Chief Engineer's Office, Moncton, N. B., and at the office of the Superiotending Engineer of the Canals of the Province of Quebec, Montreal, where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B., Aug. 14th, 1906.
Aug. 21—d10i.

UNEEDA BISCUIT

Saltines, A. B. Snaps, Fluted Cocoanut, Spice Jumbles, Mary Ann, Vanilla Creams, Royal Fruit and many other varieties just opened at

G. T. WHELPLEY'S

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PRICES CUT! CUT! CUT!

The Axe has dropped aud prices are all cut to pieces. This is the season of the year we take for cleaning out things. Every snmmer we make these fearful cuts on all our stock but none equal to this big sale just going on. Money invested here now will pay a handsome dividend Here are nuggets of shining value

8c. Pretty Prints to clear for 5 1-2c. only.
13c. Extra Good Prints for 9c. only.
45c. good Fancy Hosiery for 24c. only.
$3.00 Black and White Print Suits for $1.50 only.
A few Linen Suits to clear at Half-Price.
$10.00 White Lawn extra pretty made Shirt-Waist Suits special to clear for $5,50 others for $3.95 only.

Grand Whitewear Sale Now On

DON'T MISS IT,

35c. and 50c Pretty, Gentlemen's Ties for 24c. only.
65c. Men's Soft Shirts for 49c. only.
65c. and 90c. Boy's Shirt-Waists for 39c. and 59c.
$1.00 per Suit Balbriggan Underwear for 75c. Suit.
$1.50 " " " " 90c. Suit.
$1.50 Men's good Working Pants for 99c.
$6.00 Men's Fancy Striped Pants for $4.95. only,

Extra Special Bargains now offered in Men's Suits. Don't delay buying, now is the time with us.

S. KERNER,

Great Sacrifice Sale now going on.

Bargains in Infants' Hoods.

Hoods in Muslin and Hamburg, from 25c. to 95c. to be cleared at 15c. and 25c.

Duck Tans

from 25 to 65,

for 15c. and 25c.

The Balance of our TRIMMED MILLINERY at HALF

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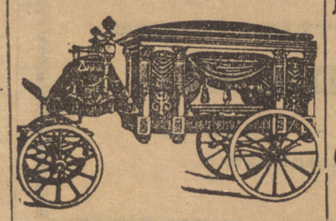

ROBT. B. ADAMS

Above the Herald Office. Tel. 130.

INTERCOLONIAL RAILWAY

On and after Sunday, June 24th, 1906, trains will run daily (Sundays excepted) as follows:

TRAINS WILL LEAVE FREDERICTON.

No. 303 Mixed train for Chatham, Loggieville, Campbellton, St. John and Halifax	5.00
No. 301 Express for Montreal, Chatham, Loggieville	17.05
No. 317 Suburban for Marysville	6.15
No. 321—Suburban for Marysville — — — — — — — —	11.15
No. 323 Suburban for Marysville	15.00
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	12.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville	16.30
No. 318 Suburban from Marysville	8.15
No. 322 Suburban from Marysville	13.25
No. 326 Suburban from Marysville	18.20
No. 328 Suburban from Marysville	19.15

All trains are run by Atlantic Standard time. Twenty-four hour notation. 24.00 o'clock is midnight.

Moncton, June 20th, 1906.

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