

# "Red Cross" Shoes FOR WOMEN

**Soft, Easy, Elastic, Flexible, Noiseless, Comfortable.**

This is a line of Shoes made up especially for women who are compelled to be much upon their feet; nurses; women who do their own housework, and girls who have a long distance to travel to their work should always wear them if they desire absolute foot comfort.

The one redeeming feature about "Red Cross" Shoes is that whilst the soles are good and heavy they are as flexible and elastic as a slipper.

**Boots, \$4.00 .. Oxfords, \$3.00**

## WATERBURY & RISING, King St. Union St.

LADIES' AND CHILDREN'S FOOTWEAR.  
Boots, Shoes, Slippers and Rubbers.  
Up-to-date Shoe Polish in Black and Tan.  
A. B. WETMORE, (STORE OPEN EVENING) 59 Garden St.

## THE ADVENT OF AUTOS BREEDS MANY SCANDALS

Motor Rides Figure Prominently in Divorce Courts—An Aid to Burglaries—How Vicious and Criminal Classes are Using the Auto—New "Road Houses" are Coming into Existence.

The automobile is the great American scandal-breeders of the present day. In St. Louis and other cities of the Union it is now the cause of more domestic troubles and disturbances of happy marital relations than any other one factor says the St. Louis Post-Dispatch. It's a "devil-wagon," filled with a greater number and variety of its than was Pandora's box in its palmyest moments. More marriages have recently come to luckless endings owing to its sinister influences than through all other agencies combined.

It's the prime factor of the divorce courts. The throbbing of its motor and the "honk-honk" of its horn, mark time for the beating of innumerable broken hearts.

The garage in which it is housed and cared for are filled with stories of the clandestine meetings it has aided, abetted and witnessed. The race of chauffeurs whom it has brought into existence counts tenners, blackmailers and other vice-parasites plentifully on its muster roll.

**UNCONVENTIONAL MEETINGS.**

The estrangement, separation and divorce of husbands and wives who might have been happy together is what is most frequently caused by the advent of the automobile, but there's a long supplementary list added thereto. It brings young bachelors and maidens into unconventional contact, in strange places remote from vicinities where they are known, and at hours of the night not seemly for such association, that is full of peril.

It is richly provocative of extravagances that lead to financial embarrassment, to embezzlement, to forgery, to all the crimes born of a love for "high rolling" that must ultimately be gratified by the expenditure of stolen money. It lends itself readily to secret crime, to murder in lonely spots, to the easy escape of the criminal.

It has developed into a malignant machine—so malignant that nowadays there is hardly a story of wrongdoing in high social places that hasn't an automobile as a feature of its progress.

**GREAT BREEDER OF SCANDAL.**

In St. Louis the court records officially establish the status of the automobile as an evil influence and breeder of scandal. A wife brings suit for divorce, naming a co-respondent, who, she states in her petition, accompanied the husband in after-midnight automobile rides and other escapades made easy through the medium of the automobile.

Detectives have tracked the husband and "the other woman" on these automobile frolics and obtained evidence justifying the wife's petition for legal severance from her erring spouse. A husband institutes similar proceedings against his wife—he has discovered that she has been the automobile partner of some easy and wealthy bachelor.

In other instances there have been untoward meetings of husbands with wives, the latter out for a "lark" with other men; a sudden and meeting affray of a rough-and-tumble fight is the result—fully aired in a police court next morning, the atmosphere thick with scandal and the creation of divorce material.

A young man becomes a defaulter—he has been living far beyond his means, and chief among his reckless spendthrifts has been the maintenance of an automobile as his vehicle of prodigal dissipation.

**FATHER IS BANKRUPT.**

The father of a family is suddenly

glass of wine intensifies the enjoyment of the moment—there are many instances of skylarking St. Louis parties, the feminine members of which have become "delightfully tipsy" during the course of the jaunt. It is from these that one hears, far out on lonely roads, the sound of singing, decedely Bachmanian in spirit and volume.

Thus it comes about that the automobile has developed into the greatest scandal-breeders of its time. There are chauffeurs who claim that they could tell true stories of things they had seen that would bring shame upon the heads of countless women and men prominent in society.

**KNACK OF HOLDING TONGUE.**

Managers and proprietors of St. Louis garages have been heard to say that one of the chief requisites for success in their business was the knack of holding one's tongue concerning the scandal-making automobile occurrences that come under one's own personal knowledge. Many good people are beginning to look askance at the automobile.

"It is living up to its name," they assert. "It is indeed a devil-wagon, the devil-wagon of scandal and of blasted reputations!"

It must not be imagined that everybody who uses an automobile comes under suspicion. The great majority of people using these machines are honorable and upright in their conduct, and employ the motors only for legitimate purposes.

Have taken to automobiling with avidity and are using the machines for wrong purposes. Although this invention is hardly ten years old, it has already come to be identified in the public mind with reckless extravagance and dissipation.

At the same time there is no denying the fact that the extravagant, the reckless, and even the criminal classes, the known swiftness, silence, secretiveness and privacy of the automobile, together with the fact that it is never used except by people of wealth, have already impressed the public mind with the fact that the apparatus easily lends itself to immoral or criminal purposes.

**AN UNCLEANLY ATTRACTION.**

It is claimed that an automobile already possesses a sort of an uncanny attraction for women. When they look upon a car, they are attracted in their minds with freedom from care, freedom from espionage, and glib dissipation. In every large city, it is claimed, there are immense numbers of women who cannot resist the temptation to take a ride in an automobile at any hour of the day or night when they are invited to do so.

Motorism is widely affecting the feminine mind throughout the country. The chorus girl rides in her automobile and flashes her diamonds, and the poor shon girl looks upon the machine with envy. Numerous cases have occurred where women have sacrificed their homes and sold their horses and furniture in order to buy a motor car. This mania is spreading instead of diminishing.

For the modern Raffles there is nothing possessing so great an attraction as an automobile. This machine, that comes silently on the wheels, and whirls and dices in the twinkling of an eye, puts every gentleman's house in the country at the mercy of the social race that is riding in it. It is a "devil-wagon" and can disappear with a speed that nothing can overtake.

**UP-TO-DATE BURGLAR USES ONE.**

In the thickly settled eastern states there are many automobiles that "fly" at a speed of 20 miles an hour. A wide-extended territory, committing a number of burglaries every night. The burglar, by the use of an automobile, can rob a dozen or more. Some of the most successful burglars in the country are using automobiles to help them out during the night.

The time is coming when the country will be electrified by an automobile murder mystery. A prominent man is walking or driving along a country road at night. An automobile may come down upon him silently and swiftly; he may be shot and his pockets picked of money or valuable papers in the twinkling of an eye, and within five minutes the automobile may be seen no more. Some of the most successful burglars in the country are using automobiles to help them out during the night.

**MEANS TO AN ALIBI.**

Not only may an automobile carry a man from the scene of a crime to a place 50 miles away where he wants to establish an alibi, but he can disappear within a minute or two after depositing him on the street and there is no record or sign of it having passed, and no way to prove that it came from the scene of the crime to the place where the alibi was established.

The automobile is a great invention, but there is no denying the fact that it is being put to immoral and criminal uses like many other great inventions. Dynamite was one of the greatest inventions of the age, yet today it is the cause of thousands of bank burglaries going in all parts of the country.

There is nothing intrinsically immoral or criminal about the automobile. As is in every invention, there is a yet no way of knowing what other purposes it may serve to accomplish than those described above. Any auto, it is evident, that what Pres. Roosevelt calls "undesirable citizens" are extensively using the machines for their own purposes.

**CLARK'S SAVE-COAL OR GAS.**

Keep a supply of "Clark's Preserved Meats" in the house. They are pure, tasty, good and wholesome and always stand ready to give a good meal without any trouble. Clark's Sliced Smoked Beef, Corned Beef, Pork and Beans are favorites everywhere. But always insist on having "Clark's."

## CONTRACTOR CLARK SPRUNG A SURPRISE ON ALDERMEN

Contract Does Not Call for Penalty for Non Completion Within Three Months of Notification, as Supposed, and Anyway He Has Never Been Notified Site is Ready—Says What Will Be Ready in Three Months—Mr. Daw Heard—He Criticised Streets.

D. C. Clark, the contractor for the new South Rodney wharf, appeared before the Board of Works last night in regard to the delay in the completion of that wharf. He promised the aldermen that the work on the warehouse could begin in ten days, and that the wharf would be practically completed within a month. He told of the extreme difficulty he has had in obtaining men and also of the increased difficulties met with in the construction due to the gradual sinking of 4 and 5 cribs. While Mr. Clark pointed out that the completion of the wharf three months from receiving notice that the site is ready, as was understood by the aldermen and by the public generally. The specifications only give a penalty of \$100 a day to enforce the completion of the work to the height of six feet above low water mark within three months after receiving notice.

Mr. Clark pointed out that this amount was finished three months after he began work. Mr. Clark, however, concluded by announcing that he has not yet received word that the site is ready. He said that he was using all reasonable haste on the work. It also came out at the meeting that the specifications for former city wharves, which was done away with as unsatisfactory during the construction of the previous wharves.

Hilder Daw, applicant for the position of the vacant office of city director, appeared before the meeting and told of his previous experiences with work similar to that which he would be called upon to perform in the services of this city. Mr. Daw made a very favorable impression. He asked that he should receive an answer to his application as soon as possible.

The dumping of mud within the west channel, just outside of the city limits, appeared before the meeting and was discussed, but it was decided to wait for the government's answer to the communication already addressed to it. It was decided to call for tenders for 425 barrels of tar.

The following were present: Ald. McGoldrick, president; Aldermen Willet, Lewis, McGowan, Bullock, Baxter, Spragg, Kelley, Baskin and Vanwart; Engineer Peters and Capt. Baskin.

At the first of the meeting there was largely a quorum, but the aldermen gradually drifted in.

**Storage Rates Too High.**

A communication from Geo. McKean said that he would not store lumber at Sand Point unless the rate would again be lowered.

Ald. Bullock immediately moved that the communication be filed—Carried.

Mr. Clark was asked to be allowed to store grapples lying belonging to him, in Reed's Point warehouse, where they could be available.

Mr. Clark moved that it be left to the harbor master to arrange for a suitable place—Carried.

**Cushing's Bill Left to Com.**

The communication from ex-Director Cushing was then taken up. The bill inclosed amounts to the total of \$25,441.

Ald. Baxter suggested that he be paid at the end of June at the rate of \$110 a month. "The city does not recognize," he said, "the rate of \$250 a month." He moved that it be referred to the chairman of the Board of Works and of the Treasury Board, not, however, to pay Mr. Cushing in excess of the sum he had suggested—Carried.

**Street Railway Applications.**

The communication was read from the Street Railway asking for an extension for three months from the first of July in the completion of their West End line.

Ald. Baxter moved that the matter be left to the West Side members to refer to the chairman of the Board of Works and of the Treasury Board, not, however, to pay Mr. Cushing in excess of the sum he had suggested—Carried.

The Street Railway also asked for permission to double track from Sydney to Carmarthen street, along Union street, to make their double circuit complete.

Permission was given to lay tracks under the direction of the director.

**Will Deepen Pettingill Berth.**

A communication from Wm. Thompson & Co. said that the Manchester Corporation had grounded at the Pettingill wharf.

It was suggested by the aldermen that the city dredge should be put on the work. Engineer Peters said that the city dredge is up river and would not be back for two or three weeks yet.

Ald. Bullock moved that the chairman should notify the people having the city dredge that the city wishes it at once.

Ald. McGoldrick said that he would look after it in the morning.

Ald. Bullock asked about the soundings taken at Sand Point.

Ald. McGoldrick thought the soundings taken by the government, which he considered to be fairly satisfactory. Considerable work, however, he said, yet remained to be done at No. 4 wharf.

**Want Grain Conveyor.**

Wm. Thompson & Co. asked whether grain conveyors would be constructed to the new wharf and suggested that the city communicate with the C. P. R. about the matter immediately.

It was decided not to take the matter up at present.

The communication from the various steamship lines about the winter port berths were laid over.

## LINEN HATS 35 Cents Each.

To clear out a few dozen LINEN HATS for boys' or girls' wear we have marked them 35 cents each.

They are good strong hats, some in the sailor shape with streamers down back, others with bows at side, in blue, white and mixed patterns, with good wide brims, which have been selling for 75 cents.

Tams in blue, white, linen color, which were 50 cents.

Some are the last of a lot slightly mussed, others are fresh stock just opened, and they make fine play hats.

## D. MAGEE'S SONS, 63 King Street.

MADE IN CANADA BY A CANADIAN COMPANY.

The New Williams, QUALITY, SERVICE, AND PRICE ALONE HAS MADE OUR MACHINE A HOUSEHOLD FAVORITE.

ALWAYS LOOK FOR THE NAME

## The New Williams, 28 DOCK STREET.

SPECIALS IN MADE-TO-ORDER SUITS. For \$15.50 Reduced from \$20.00. C. B. Pidgeon, Cor. Main & Bridge Sts., North End. Tailoring, Clothing, Shoes.

other section said that the work was to be done with reasonable speed. Mr. Clark said that six feet above low water mark had been finished long ago. He thought he had used reasonable speed in the work.

Ald. Bullock—"Have you advertised for men?"

Mr. Clark—"No."

Ald. Bullock—"Have you gone outside of the city?"

Mr. Clark—"No. It would be no use to bring in a gang of Italians. I must have skilled labor."

Ald. Bullock—"John is not the only place that builds wharves."

Mr. Clark—"You know that the city itself and the other contractors are just as hard pressed for men. All the material is at hand."

Ald. Bullock—"When do you think we should exact that \$100 penalty for completion?"

**Not Notified Yet.**

Mr. Clark—"There is no penalty and I will tell you for your edification that I have not yet received word that the wharf site was ready."

Engineer Peters asked that doweling should be permitted instead of mortising and also asked permission to use spruce fenders where required. On the part of Ald. Baxter this was carried.

**Engineer Daw Before Board.**

Engineer Daw was then heard. Ald. McGoldrick explained that this was a very trying day and he had a hard time to get a quorum. Many of the aldermen, he said, are out in the park.

Mr. Daw said that twice he had been in the employ of the Manchester Corporation and he had also been employed by large contractors. He told the aldermen of the various contracts which he superintended. While at work for the Manchester Corporation he did not think that there was one class of work with which he had not been connected. He said that he had overheard Mr. Clark's statement and he was afraid that he had the city on account of the way the contract is drawn up. "There are jolly big salmon in your river but there was a jolly red herring in this room tonight." He praised the work of Mr. Peters as shown on the city wharves. Mr. Clark talked about the scarcity of men but he was willing to pay money. In England contractors are trained to expect the penalty to be enforced.

**Finds Fault With Streets.**

Asked to speak on road construction, he found fault with the city streets and said that they were not in good condition, and the cost of maintenance is much too heavy. It is higher than in Massachusetts, with its immense traffic. The mud on Water street, he said, was ruining that street. There has been no proper attempt to use large stones on steep hills. As regards the wood pavements there are none worthy of the name. He considered it an unnecessary waste of public money. Concrete should be used below. It would be cheaper in the end. He preferred tar-macadam to wood blocks. Princess street at the ferry

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approach should have cobble stones and not macadam. He spoke of Montreal streets as being worse than those of West Africa. The macadam is placed much too thick, being nearly two feet deep in places.

Ald. Kelley—"A stupid waste of public money."

Regarding the sidewalks he suggested the department should have complaints but by a repair outfit on a sloven all cracks should be repaired. Further questioned, Mr. Daw said that if he entered the city's employ he would like to be allowed a consulting practice outside of office hours. He thought that the director should not have purchasing power, but full power over his subordinates. He would not ask for an assistant. He was leaving the city tomorrow to go to Hithurst as an expert witness, and he asked that the city should give him this answer within a week or ten days.

On motion of Ald. Willet Mr. Daw was thanked for presenting his views to the meeting.

Ald. McGoldrick asked for permission to call for tenders for 425 barrels of tar.

Ald. Kelley thought the Paterson-Carrite Co. might be held to their tender.

**Mud Dumping Question.**

The question of the dumping of mud in the West Channel was discussed. It was suggested that the city should put a watchman on it. It was, however, decided to await the government's answer to the city's recent communication.

The chairman said that Gardner Beattie had asked for three lawn mowers for city squares.

## WOMEN HELP STRIKERS.

NAPLES, July 12—Serious rioting has occurred at Naples in connection with the tramway strike. In order to prevent the trams from running women flung themselves on the rails while the men set up barricades.

Most delicious, tempting biscuits—**PATERSON'S Cambridge Wafers**  
Made from cream of wheat. A perfect fast dietary for afternoon teas. In tins only from grocers. Buy by name.