

A Job Lot

We have gathered together about 200 Pairs of Women's Dongola Kid Boots and Oxfords, the majority to them with narrow toes, but all of beautiful material and excellent finish that we are anxious to clear out AT ONCE. They would make splendid shoes to wear in the Country or to the Shore, saving the wear and tear on an expensive shoe.

Sale Price 55c a Pair
—COME AT ONCE—
Coady & Co., 61 Charlotte St.

Keep Out the Flies With Green Leno Muslin, 6c yard
Curtain Sorim 6c, 10c, and 15c yard
Lace Curtains from 50c pair up
We Sell Patterns **Wetmore, Garden St. Laundry** Agents Globe

CLOTHES VALUES
The values we are offering in MEN'S SUITS is readily seen. The fabrics—make-up—linings—and everything that goes to make good clothes is apparent to the buyer. Come in and look them over.
W. J. HIGGINS & Co. 182 Union Street.

Wood Working Factory
OUR MOTTO: Prompt delivery.
Satisfaction guaranteed. Anything in wood for Building Purposes.
HAMILTON & GAY St. John, N. B.
Phone 211

OIL MANTLE LAMP
Gives more light than any lamp on the market, burns same as gas. Just the thing for summer cottages.
St. John Auer Light Co., 19 Market Sq. Tel. 873.

EDDY'S WASHBOARDS
—ARE—
EASY ON CLOTHES.
Schofield Paper Co. Ltd.
Selling Agents, St. John, N. B.

MANY CHILDREN MET
Violent Deaths
Drowned, Run Over by Auto, and Killed by Explosion—Another Tragedy Narrowly Averted.

DETROIT, Mich., May 31.—Hester Block, aged 14, and Henry Thillie, 16 years old, lost their lives, and Frank Faulkner, aged 10, narrowly escaped drowning in Connor Creek in the suburb of Fairview today. The three boys were swimming.
WARREN, R. I., May 31.—John Hall Brown, a two year old boy, wandered from the home of his parents, Mr. and Mrs. George L. M. Brown, late today, and fell into the Warren River and was drowned.
BOSTON, Mass., May 31.—George Rosen, the five year old son of Mr. and Mrs. John Rosen, of East Boston, was run over and killed by an automobile late today, while his mother looked on, powerless to save her child. The mother had called the boy across the street and as he responded an automobile, driven by David H. Pruyn, came slowly along. The child ran in front of the car and received injuries which resulted in his death a few moments after. No blame was attached to the driver.
NEW YORK, May 31.—One boy was killed and his three playmates were seriously injured today by the explosion of a forgotten fireworks bomb in a vacant lot behind an old factory building in North Woodside, L. I. The bomb was one of the kind intended to explode at a great height when fired from a mortar.
BOSTON, Mass., May 31.—Boston harbor claimed another victim today through the overturning of a rowboat. Peter Kovacic, being drowned in Bountiful Bay.

on a sailboat and started to go ashore in the tender to get water from the spring at Squantum. The body was recovered.
MEDINA, N. Y., May 31.—A New York Central fast freight train, carrying a load of Medina at the rate of 35 miles an hour this evening, when Engineer Flannigan saw a three year old child sitting between the rails near an overhead bridge. Flannigan applied the emergency brakes and brought the train to a standstill 100 feet from the child. Three cars were so badly wrecked by the force of the emergency brakes that they had to be removed before the train could proceed.
Beware of Ointments for Catarrh That Contain Mercury,
as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is often told to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.
Sold by Druggists. Price 75c. per bottle.
Take Hall's Family Pills for constipation.
WINNIPEG, May 31.—Petitions against the return to the House of Commons of members for Marquette, MacDonald, Brandon and Lisar were dismissed in Kings bench court this morning. No evidence was offered and no case was assessed on either party. The Winnipeg petition has not been dealt with yet and no announcement has been made regarding it. Local Liberals say they will fight it through.

THE GREATEST AIRSHIP AT THE PRESENT MOMENT

(By R. P. Hearne, Author of "Aerial Warfare.")
With startling suddenness the problem has been forced upon both naval and military authorities of building aerial vessels. British experts are now faced with the new work of turning out airships equal to those already in existence in Germany, France and Italy. All our past products have been failures, and it is clear that a very bold and determined effort must now be made if we are to show the world that we can lead in airships as in sea ships.

WHAT ARE THE LINES?
Leaving the question of aeroplanes and flying machines aside we have to consider on what lines the British nation will build its great dirigibles, vessels which fulfil roles impossible at present for any flying machine to assume. This point must be well borne in mind, for there is a school of theorists who, in the face of practical results obtained by dirigibles in Germany and France, would have Great Britain neglect dirigibles altogether, and wait until that indefinite period when flying machines will have entirely superseded dirigible balloons.
Well-built dirigibles have a present actual value which we cannot afford to overlook, and thus the wiser course will be to provide without delay for the building of efficient vessels of this type. The choice for design lies in three main classes—(1) non-rigid, (2) semi-rigid, (3) rigid.
The non-rigid dirigible is little better than a cigar-shaped gas-bag from which a car is slung containing the engine and passengers. It is the cheapest, simplest, least satisfactory, and least scientific type.
The semi-rigid is one in which some attempt is made to prevent the gas envelope from being deformed by the weight slung from it or by the pressure it is subjected to when passing through the air. It is best exemplified by the French military vessels, which have the gas envelope supported on a metallic frame from which the car is slung. By combining this mode of building with a special type of gas envelope scientifically designed to cut through the air with comparatively small head resistance the French have, after years of patient trial and experiment, evolved aerial vessels of a satisfactory kind. The limit of development is almost within sight, however.

THE ZEPPELIN TYPE
The rigid type is best exemplified by the Zeppelin, and here we have a form of airship which has always been condemned in this country. We attribute this attitude mainly to ignorance, and as a matter of fact even the salient features of the Zeppelins are known to very few people in the British Isles.
Speed in effect is the primary secret of success in aerial navigation. The faster the ship the more safely can it set out in high wind and make its objective. Non-rigid types of airships are so wasteful in power that they seldom can attain a speed of even twenty miles an hour. The best of the semi-rigid ships are also limited in speed, owing to the partly flexible gas bag and the method of suspension. The rigid, however, and their best speeds are under thirty miles an hour.
The Zeppelin has already exceeded thirty-five miles an hour, and it alone of all three classes has the possibility of increasing this speed considerably. It is hardly safe to send out a non-rigid airship unless the wind is well below fifteen miles an hour. A twenty-five-miles-an-hour wind will be very troublesome to a semi-rigid even of the French type. The Zeppelin alone could set out with confidence in winds up to this speed; in other words, she could be in the air very frequently when the other ships would have to remain in their sheds.
A HUGE SKELETON.
The long, smooth lines of the Zeppelin are suggestive of speed; her rigid frame and solid prow can withstand the air resistance at very high speeds. There is no car hanging at considerable distance from the main body, thus increasing the resistance enormously. Power, too, is applied to the propellers in an economic manner. The Zeppelin, indeed, is the only practicable type of high-speed ship, and in combination with lifting planes we cannot say what the limit of speed or development will be.
As at present designed the Zeppelin consists of a huge skeleton framework of aluminium alloy over which is stretched Continental rubberized fabric. The ship is sixteen-sided, the long latticework girders springing out in graceful fashion from the solid central prow, giving the ship the required shape. At intervals of about 40 feet there are transverse rings of metal latticework, which impart rigidity and strength to the whole structure and serve to divide it into a series of chambers. In each chamber is a gas envelope separated from the next bag by a thin sheet of aluminium. The whole design is a work of marvellous engineering skill, in which weight has been saved and strength retained in a most remarkable fashion.

CONSTRUCTION VERY COSTLY.
This mode of construction is very costly, and owing to the weight of metal employed the vessel has to be made very long to obtain buoyancy; the usual length being about 400 feet. But as the cross diameter is less than 30 feet (and thus smaller than that of the average non-rigid or semi-rigid vessel of half the length) the head resistance is relatively small. The advantages are numerous and cannot be attained by any other mode known to us at present. Far higher speeds are possible than with any other dirigible; the seventeen separate gas envelopes are protected from injury; the vessel can be used over water owing to its floating cars; it can mount duplicate engines of considerable horsepower; and it has a far wider range of action and utility than any other aerial vessel.

SOME OF THE DEFECTS.

Difficulties in coming to earth have been amongst its defects, but these have been largely overcome, and quite recently, when anchored in the open, it rode out a gale which would have broken up, buckled, or torn away any other type of airship. Count Zeppelin has spent his life in solving the innumerable special difficulties which this design has set up, and he has yet to make many improvements; but that he is working along the best lines will soon be generally admitted. Already he holds every record in speed, distance, altitude, and duration in the air.

THEIR PETITION IS TURNED DOWN

A meeting of the representatives of the various river steamship companies was held last evening at the office of Currie and Vincent, Princess street. The five companies operating a service on the river were represented as follows: J. Willard Smith, manager Star Line; Dr. L. A. Curry, St. John River Steamship Company; Captain Weston, manager May Queen Steamship Company; D. J. Purdy, Crystal Stream Steamship Company; Captain Wason, manager of the Majestic Steamship Company. Mr. Vincent, a director of the St. John River Steamship Company, R. S. Graham, purser of the Champlain, and Jarvis Purdy, purser of the Sincennes, were also in attendance.
J. Willard Smith acted as chairman and secretary of the meeting.
The chief business before the gathering was the petition presented by the suburbanites along the river. It should be stated that the matter came through the reception by each of the companies of petitions requesting that the rate of toll be reduced. The petition was signed by a number of the suburbanites.
After a full discussion of the matter, it was unanimously decided to adhere to the present rates of toll agreed upon and not to issue special tickets to the suburbanites.
Several minor matters relating to the interpretation of sections of the tariff were disposed of.

HER DEATH DUE TO THE SHOCK

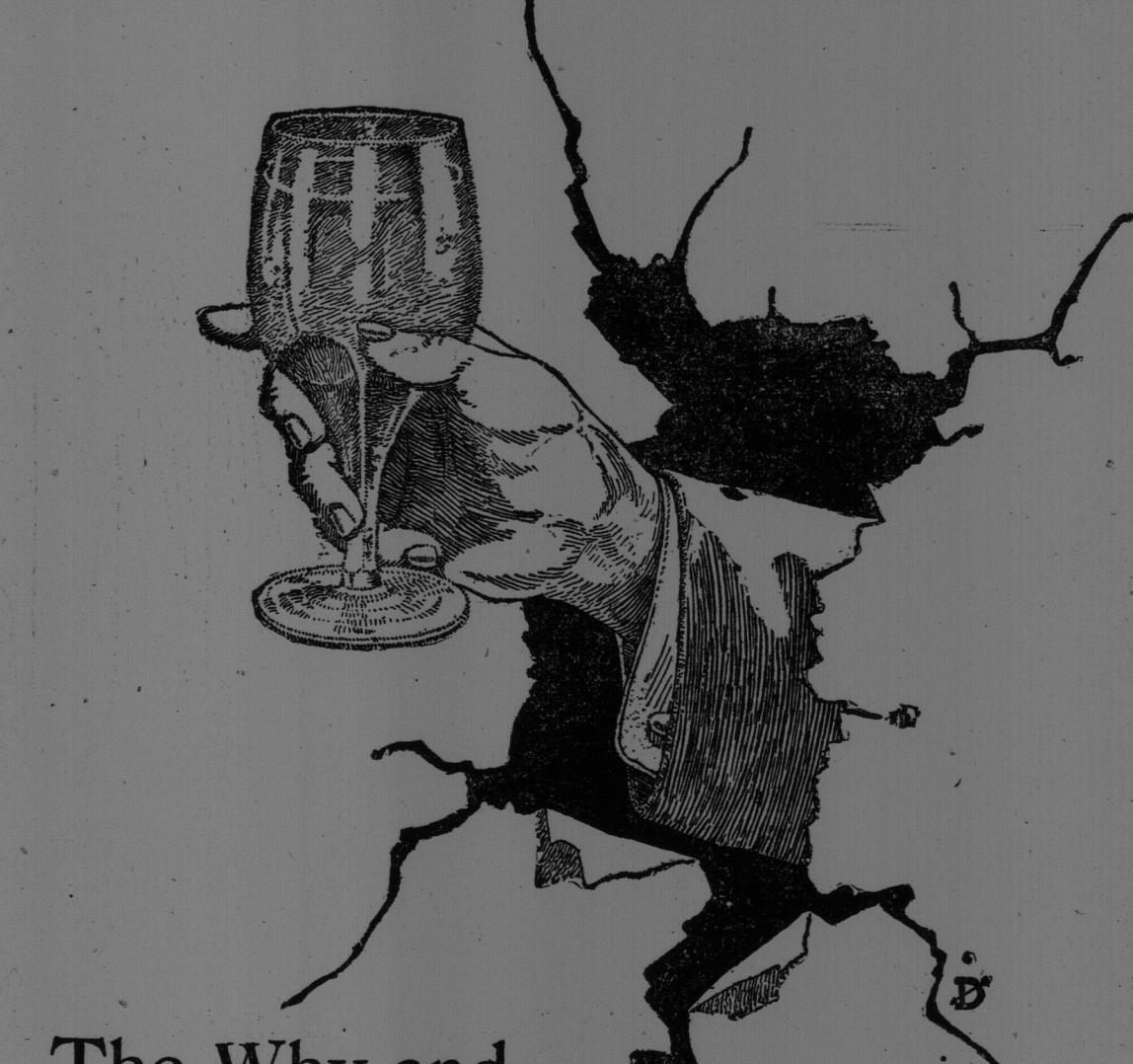
HALIFAX, May 31.—Medical Examiner Finn filed his report of the post-mortem held on the body of Mrs. Sarah Harrison, who died on Friday night following an attack by Percy Wallace. The woman's heart was bad and death was due to shock. The medical examiner found external marks, including spots on the lobe of the left ear, a small scratch on the middle of the forehead, a larger one on the left side and several small scratches over the bridge of the nose, and a longer one running across the lower part of the nose from right to left in a downward direction. There were no marks of violence and no bones were broken. The lungs were found to be congested and frothy. There was considerable fat about the heart and the orata was longer than normal. The heart was not in a healthy normal state and the stomach was enormously dilated.
An official inquiry will be held before the stipendiary magistrate. No charge has as yet been preferred against Wallace.

EIGHTEEN FROM THE MARITIME PROVINCES

MONTREAL, May 31.—Eighteen Maritime Province men are included in the 71 men who graduated from McGill Medical School this year, the results being announced tonight. The Holmes medal, usually won by a Maritime Province man, this year is carried off by E. H. Funk of Rossland, B. C. The following are the Maritime Province graduates: D. W. Archibald, North Sydney; P. McL. Atkinson, Albert; N. B.; F. M. Auld, Cover Head; P. E. L.; C. V. Bailey, New Glasgow; N. B.; J. R. Cameron, Charlottetown; P. E. L.; M. J. Carney, Halifax; N. S.; P. Churchill, Dartmouth; N. B.; H. C. Cody, Centerville, N. B.; W. A. Curry, Halifax; C. E. A. Dewitt, Wolfville; N. S.; J. W. Dorset, Charlottetown; P. E. L.; P. T. Dunlop, St. John; J. J. Gillis, Miscouche; P. E. L.; A. L. Johnson, Halifax; C. M. Kelly, Fredericton; N. B.; G. C. Lawson, Charlottetown; W. P. McBride, Central Bedouque; P. E. L.; J. B. Palmer, Hampton; N. B.; F. M. Turnbull, Bear River, N. S.

SANITOL FACE CREAM

Contains no grease, positively will not promote the growth of hair, brings the glow of youth to your skin.
25c. everywhere



The Why and Wherefore of MAGI WATER

The analysis makes plain the therapeutic value of Magi Water, as well as showing just what old Dame Nature has made it of. For remember, Magi Water is a natural mineral water—not man compounded.

The Analysis

Potassium sulphate	K2SO4	1.607
Sodium chloride	NaCl	1.875
Ammonium chloride	NH4Cl	478.350
Sodium bromide	NaBr	3.500
Sodium iodide	NaI	1.360
Calcium carbonate	CaCO3	1.101
Magnesium carbonate	MgCO3	11.582
Silica	SiO2	3.500
Phosphorus carbonate	AP03	31.400
		.041
		1.199
Total		54.126

The water of the Saline Spring was found by Professor A. S. Eve, of McGill University, to be strongly radio-active. It is described in a country of the emanation of radium corresponding to 0.25-0.12 grammes of radium.

It should be understood thoroughly that while Magi Water is in no sense a medicine, but a delightful beverage, it has distinct influence in the direction of conserving and benefiting the health of its drinkers. Magi Water is a pure, natural mineral water bottled exclusively at the Springs. A delicious stable water, a pleasant soda fount drink. Superior to soda with whiskey—both for flavor and healthfulness.

Comes in quarts, pints, and half-pints—"still" or carbonated. Can be had at cafes, hotels, bars, chemists', on all R. R. cafe cars and at your grocer's, by the bottle or case.

Magi Water by the Case
Order a case of Magi Water from your dealer. It is an ideal water for home consumption. Healthful and delicious. If your dealer cannot or will not supply you write us direct and we will see that you are supplied even if we have to ship it ourselves.

An interesting booklet on the subject of Magi Water will be sent free to all inquirers.

Ask Your Dealer

CALEDONIA SPRINGS CO., Ltd.
Caledonia Springs, Ontario.

McIntyre & Comeau Ltd., Distributing Agents

TURKISH TROOPS IN PERSIAN TERRITORY

Earthquake Shock at Panama—Snow in Colorado—Another Strike—Monuments Dedicated.

LONDON, June 1.—A despatch from Teheran to the Times reports that Turkish regulars have occupied Persian territory at Sabzabad, on the frontier. The despatch further states that many Christians have been massacred at Mandosh, where the Armenians are appealing for protection.

PANAMA, May 31.—A slight earthquake shock occurred here about 3 o'clock this afternoon and again about seven o'clock this evening a much stronger movement was felt. No damage has been reported. The weather is extraordinarily hot.

LEADVILLE, Colo., May 31.—Two inches of snow fell in this city today. It was the latest fall of snow ever recorded here.

BALTIMORE, Md., May 31.—It was announced tonight that President J. O'Connell, of the International Machinists Union, has sent out a call for a general strike of all the machinists employed in the repair shops of the Baltimore and Ohio R. R. system. This action was taken, it is said, because of the refusal of the company to abolish the piece-work system recently introduced at the Mount Clare shops in this city.

HOULTON, Me., May 31.—Houlton dedicated a thirty-five hundred dollar soldiers monument today with appropriate services in Main Street. The principal speaker was Hon. J. B. Madigan.

HODGENVILLE, Ky., May 31.—Robert T. Lincoln, son of President Lincoln, was slightly stricken by heat today towards the close of the ceremony incident to the unveiling of his father's statue at Hodgenville.

AMERICAN LIBERIAN COMMISSION RETURNING

WASHINGTON, May 31.—The American Liberian Commission, which has been at Monrovia, Liberia, about a month, investigating conditions in the African republic, has practically concluded its labors. The commissioners have sailed from Monrovia on the scout cruiser Chester and Birmingham. They will reach the United States about the third week in June. To further investigate conditions in

TWO INJURED WHEN BALLOON LANDED

Passengers Had Thrilling Experience—The Springfield Was More Successful.

CONWAY, Mass., May 31.—The balloon North Adams, No. 1, which left North Adams this morning, landed about 1.30 this afternoon in this town. The landing proved exciting. The anchor caught in a stone wall, but broke and it was necessary to use the ripcord. When the balloon came down, the basket hit with such force that T. S. Hamdell, of Housatonic, one of the passengers, was thrown out and his shoulder injured. The wind caught the balloon and carried it into the air again and it landed in a tree.

Captain A. C. Martin, another passenger, had his foot caught between the basket and a limb of a tree and his ankle was sprained.

SPRINGFIELD, Mass., May 31.—The balloon Springfield, piloted by A. Leo Stevens, of New York, and carrying four passengers, sailed away from Springfield in a southeasterly direction this afternoon and, after passing over a portion of Connecticut, landed in Scituate, R. I., sixty-five miles from the starting point. The ascent was made exactly at 2.40 and the landing at 4.50, so that the trip occupied almost two hours and quarter.

southern Liberia the commission have gone to Harper, the southernmost part of the country, on the cruiser Birmingham. That vessel will then return northward, arriving at Freeport, Sierra Leone, about June 7, on her way to the Grand Canary Islands, where she will join the Chester. The Chester arrived yesterday on her way to the Grand Canary. She will stop at Dakar, Senegambia, on the trip north.