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## THE WEATHER

Toronto, Ont., Aug. 26.—The weather has been cool today in nearly all parts of the Dominion, and local showers have occurred in Ontario, Quebec and the Maritime Provinces.

	Min.	Max.
Vancouver	56	70
Kamloops	56	64
Calgary	48	70
Edmonton	50	62
Medicine Hat	54	62
Battleford	46	62
Port Arthur	46	68
Parry Sound	50	64
Toronto	52	64
London	43	72
Kingston	54	72
Ottawa	52	66
Montreal	52	66
Quebec	52	62
St. John	54	60
Halifax	50	64

Forecasts.  
Maritime—Moderate to fresh south and southwesterly winds; unsettled, with showers in many places.  
New England—Partly cloudy Wednesday; Thursday probably showers; Moderate variable winds.

When your nerves are all on edge and sleep seems out of the question take—  
at bedtime—one or two

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Sole Sale of any Medicine in the World.

## EXAMINING INTO TRAGIC DEATH OF JOSEPH RICHARDS

Inquest Began at Buctouche Yesterday Under Direction of Coroner Landry—No New Light on the Mystery.

Special to The Standard.  
Moncton, August 26.—At Buctouche today Coroner D. V. Landry began an inquest into the tragic death of Joseph Richards, Dominion police officer, who was shot and killed on Friday last while endeavoring to arrest Albert Nowlan on the charge of interfering with the military police in rounding up deserters under the Military Service Act. R. W. Hewson of Moncton is representing the Department of Justice, and E. R. Macdonald, Shediac, is representing Albert Nowlan, who is alleged to have been the man who did the shooting. Several Dominion police officers, engaged under the Military Service Act in Kent County, gave evidence, but no new light was thrown on the shooting which took place near William Nowlan's house, seven miles from Buctouche. The evidence of the doctor, who held a post mortem on the body of the dead officer, is expected to clear up the question whether there is anything in the theory being set up in behalf of the prisoner, Nowlan, that the officer accidentally shot himself. The inquest will be continued tomorrow.

## REGINA TURNS DOWN IDEA OF ONE BIG UNION

Trade and Labor Council Reverses Its Position Taken a Month Ago.

Regina, Aug. 26.—Reversing its previous vote, last night the Regina Trades and Labor Council, at its most largely attended meeting in recent months, voted, reaffirming allegiance to the Trades and Labor Congress of Canada, by a vote of 25 to 1, with a number not voting.

The president and secretary, both One Big Unionists, resigned, and a returned soldier, A. E. Stewart, an international crafts advocate, was elected president.

By its action last night the council took the opposite stand to that expressed two months ago, when the One Big Union principle was favored.

**PILES**  
Do not suffer another day with this distressing, humiliating, or embarrassing condition. Dr. Chase's Ointment will relieve you at once. It is a sure cure for all hemorrhoids, internal or external, and is sold by all dealers, or Edmondson, Bates & Co., Limited, Toronto. Send for free trial if you prefer. Paper and envelope to stamp to pay postage.

## DISTRESSED BUTTERLY DENOUNCED AND EXECUTED BY "WHITE DEVIL"

Commander Hatcher of Steamer Virgilia Tells of Interesting Adventure in Southern Russian Waters—Fascinating Lady, Dressed in Smartest of Robes, Accused of Being Spy While Dining Aboard Warship.

Special to The Standard.  
Montreal, Que., Aug. 26.—The denunciation and execution of a beautiful female spy, who posed as a Russian noblewoman, is told by Commander W. H. Hatcher, R. N. K., of the steamer Virgilia, a new Cunard Line freighter, now in this port. Commander Hatcher served on the Queen Elizabeth for two years in the Crimea and subsequently in the Dardanelles. Prior to the war he was in command of the Mauretania. It was after being demobilized in February this year that he passed through some interesting adventures in Southern Russian waters. He had taken the Steamer Virgilia, one of the Cunard line to the Mediterranean that being the first steamer to reach Constantinople. One evening a British naval launch swung alongside the Virgilia and requested her to proceed to the Black Sea to help evacuate people who were in peril from the Bolsheviks. The latter had given the British naval authorities an ultimatum to clear out within four hours, but this was disregarded. On reaching Odessa, Capt. Hatcher found two hundred Russian volunteer officers, but fog tied up the ship and the unfortunate officers were butchered before help came. Later the Virgilia was ordered to Yalta, on the other side of the Crimea, to save four hundred refugees.

This was in April last and for some

days the Commander took large numbers of refugees aboard, all of them having fled from their homes with just what they could carry on them. Among the women who came aboard one afternoon was a very fascinating lady dressed in the smartest of robes, with plenty of jewelry, who asked for a cabin, but he was informed she must share the between-decks accommodations like the others. She left the ship early in the evening informing Capt. Hatcher that she was due to dine on a warship. The Commander of the Virgilia also had an invitation for the same dinner. When he arrived on board he found the distressed butterfly the center of attraction in the mess room. Half way through the dinner, however, there appeared on the scene the "White Devil," a famous secret service man of the Russian Royalist side. He at once recognized the fascinating beauty and denounced her to the gathering as a German Bolshevik spy, and although she, too, recognized him she continued to talk vivaciously, although realizing her fate. Eventually she was led away. "White Devil" wanted to carry out the execution at once, but was persuaded this could not be done. But when next he was seen he stated that the woman had been sentenced and paid the penalty. It was stated that she had been accountable for the lives of 7,000 people whom she had impeded.

## MOVE GRAVE OF HIGHLAND MARY

Scotland Has Become Greatly Agitated Because Industrial Progress Makes the Move Necessary.

Scotland has been agitated because an extension scheme of a shipbuilding plant at Greenock has made it necessary to move the grave of "Highland Mary." The Scotsman says:

"Sentiment and utility have been renewing their old and endless strife over the grave of 'Highland Mary' in the West Churchyard of Greenock. A Commission, of which Lord Forteviot is chairman, have been acting as arbiters in the combat, and the sage of battle has been a Provisional Order, promoted by the burgh, for carrying out certain improvements which involve the removal not only of the monument to Burns' 'faithful Highland Lassie,' but of the churchyard, which contains the ashes of, among other notable names, the father and grandfather of James Watt, and the church itself, which claims to be the oldest Presbyterian building in Scotland. The proposed extension scheme for the moving of ancient landmarks; and on that account its execution is a thing to be regretted. But this by no means settled the point that was at issue, or justified the assertion, made by some of the witnesses for the objectors, that the carrying out of the scheme would be 'an outrage on Scottish public feeling.' Scotland's feeling is sensitive enough on the subject of Burns, and particularly so with regard to that lovely entity, or memory, which has been called 'the white rose that grew up and bloomed in the midst of the 'poet's passionflowers.' But before a just judgment can be reached, either by public opinion or by a Parliamentary Commission, it is necessary to weigh values and alternatives. It is a pity when historical or literary landmarks disappear. But in Greenock, as elsewhere, the tide of time and change is constantly bearing against them, and while it is wise and right to preserve and protect them wherever possible, it sometimes may not be possible, or even, on a balancing of public interests, desirable. What is proposed at Greenock is a scheme for the extension of Messrs. Caird and Co.'s shipbuilding works, now acquired by Messrs. Harland and Wolff.

The spirit of Greenock's famous citizen, James Watt—himself an apostle of utilitarianism—will not be moved to protest and shriek 'Desecration' over the ending, reached in the end by assent of all parties, that the promoters have made good their case. There was finally left, after the hearing of evidence, little more than the opposition to having the monument to 'Highland Mary' removed from the place fixed, alike by tradition and by what scraps exist of authentic history, as that where lies the 'old clay' of the heroine of Burns' love-songs. But even here there is solace found for the most exacting of Burns lovers. The President of the Burns Federation suggested that, instead of moving the monument to another site, it might remain in its present position, only with its face turned to the street. It is practically on this alternative that accommodation between the demands of sentiment and utility has been reached. The questions that have been so often raised and discussed—whether the Mary of the lyrics of a Mary Campbell (a name never mentioned by Burns in prose or verse); whether the Mary Campbell that lies in the West Churchyard was the Mary whom the poet knew; whether the Mary to whom he dedicated his vows bore a reputation that makes it desirable, in her lover's interest or her own, to keep her memory alive; whether, indeed, she was any more than an Egerton—a figment of the poet's imagination?—are problems that need not be examined. It is enough that in the region of strong human feeling and of poetic fantasy 'Highland Mary' has a deathless place. Burns, however, was a patriot as well as a bard and a lover, and would have acquiesced in the decision of the Parliamentary Commission that the removal or the turning of a stone must not be allowed to stand in the way of a more prosperous Scotland and a 'Better Greenock.'

## REDUCTION OF THE RHINE ARMY

I understand that the pending reduction of the British Army of the Rhine to one strong mixed brigade of about 6,000 men is not the outcome of a decision forced upon the Government by the agitation for reduced expenditure on the services, but was actually decided upon by the Supreme War Council some weeks ago. The original intention, as explained by Mr. Churchill in his memorandum of July 16 was to bring down our strength on the Rhine from ten divisions to two by the end of October.

There is now every reason to believe that Germany means to carry out the terms of the Peace Treaty, and that in point of fact she is powerless to resist them. In view of this, the Allies now find it possible to make sweeping reductions in the Army of Occupation, and before the winter sets the British force on the Rhine will have been brought down to the most dimensions indicated. Probably the Allied Army that is left will be placed under the command of a French general, and Sir William Robertson will come home.—Liverpool Post.

## AMBITIOUS PLANS FOR SHIPBUILDING

1,500,000 Tons to be Laid Down by France.

Paris, Aug. 26.—M. Clavelle, Minister of Transport, stated in the Senate that the Navy had ordered the building of 900,000 tons of merchant shipping, while shipping firms had also laid down another 1,015,000 tons, with the result that the State would have more than a million and a half tons of shipping, and the merchant fleet would be increased to its pre-war footing.

M. Clavelle continued: "That we must do more. We must bring our merchant fleet up to five million tons; and L-ships, shortly introduced a bill which, if it is voted, will in three years give us a merchant fleet twice as large as that which we had before the war."

"The construction of this tonnage will be effected in the national shipyards, which will be kept fully occupied for three years. We wish to succeed and to succeed quickly. We have already done a great deal by the building of ships, and we are going to make another effort with a view to the reduction of the time which the ships are obliged to spend in the docks."

"We ought to be able to discharge 2,000 tons per day from the big ships which will bring coal from America. The necessary unloading equipment will be ordered and put into use without delay."

—Exchange.

Australian Shipping.

Melbourne, Friday.—Mr. Poynton, Acting Minister for the Navy, has announced that the Commonwealth Government's shipbuilding programme is to purchase forty-seven vessels, twenty-eight of which will be built in Australia.—Reuter.

Did you ever hear of or see the REMINGTON KEY SET TABLET? OR a marvel of ingenuity and Speed and Convenience. See at my office, A. Milne Fraser, Jas. A. Little, Mgr., 37 Dock street, St. John, N. B.



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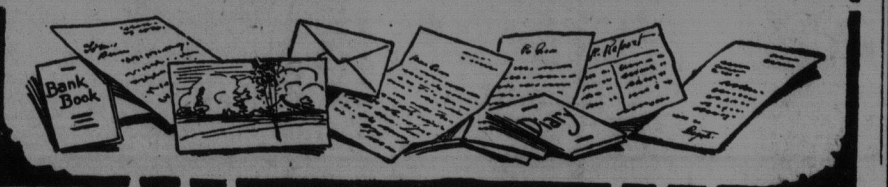
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The national appetizer.

## PROSPECTS GOOD FOR TRADE WITH FRANCE

But Canadians Must Go After Business—Exhibition Train to Tour Country.

Montreal, Aug. 26.—Phillips Roy, who, for the past eight years, has been Canadian Trade Commissioner to France, is now back in Canada for a visit of three months, during which he will visit the West, as well as the East, and place himself again in close touch with Canadian conditions.

Speaking to The Financial Post on Thursday, he announced that the French Exhibition train, for which Senator Beaudin had been endeavoring to arrange a tour of Canada, would be seen next spring, and he hoped that the proposed Canadian train would be exhibited to the French early next summer. Just at present transportation conditions in France were too unsettled to make this tour of the Canadian exhibits advisable, owing to the lack of rolling stock, and the destruction of rails and many bridges during the war, as well as the neglect of maintenance that was natural in the stress of war.

Mr. Roy is much interested in the working out of a special commercial treaty between Canada and France. "Our present convention with France expires in September, but I presume the old one will be continued until a new one is signed," he said. "Nothing can really be done between

the two countries until peace is signed all over, but the French would prize a preference in our markets.

"There is a good prospect for Canadian trade with France, especially during the reconstruction period. After that naturally, the country will endeavor to produce all it can itself. But now there is a strong feeling in favor of Canada in France. They have not only learned far more than before of our products, some directly, the rest through goods sent in by Commissions. Today there is not a country that meets with more sympathy and good will than Canada in France, mainly because of the wonderful way the Canadian army behaved towards the people, as well, of course, as the service they performed. But I would like to impress this fact: that Canadian exporters must make up their minds to look after this business themselves; they cannot depend on Canadian Government officials over there. The Canadians must be the sellers of goods; they must have a first class agent over there to look after them; and this agent must be empowered to give prices and sign a



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contract and close business on spot. There cannot be the delay of writing or even cabling, else there are others, from other countries, waiting to take this business, who will act on the spot."

City of St. John  
June 1st, 1859

**MAGEE, HATTER.**

THE Subscriber would respectfully inform his friends and the public in general, that he has removed a part of his Establishment to 27, North Side of King Street, directly opposite Cross Street, and one door below Mr. J. Frost's Shoe Store, where he will be found ready to serve the Public with HATS and CAPS of his own Manufacture, made under his inspection, which he feels warranted in saying are equal to any made or sold in this City, as has been proved at the Exhibitions held in this City and Fredericton, and also at Halifax, N. S., from which he received a Certificate of merit under the Seal of that Province.

The business will be conducted as formerly at his old Stand, under the management of his Nephew, D. MAGEE, a practical Hatter, where the Public will always find a good article, and at a reasonable price.

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