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The Two-Piece Suit grows more and more in favor every Summer.

The Man who thinks he cannot dress well in a Two-Piece Suit will change his mind if he will

COME IN FOR A LOOK OR TRY-ON.

A Man has no use for a Vest during the heated term, and these Suits are made complete without.

The Coats are well tailored, and will hold their shape. Well-cut Trousers, with turn-ups and belt straps. In short, Suits that will make a man look well and feel comfortable.

Serges — Worsteds, Cheviots, Homespun and Crashes are the most favored fabrics.

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for Bargains.

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CLOTHIERS

King Street East

Right Opposite the "Chims."

J. COOMBS, Manager

CRACK BRITONS TO SHOOT AT OTTAWA

Many Bisley Top Scorers to Compete in International Rifle Shoot for Palma Trophy.

LONDON, Aug. 12.—The British team which has been selected to compete for the Palma trophy at Ottawa on Sept. 9 against teams representing America, Canada and Australia is composed of the following riflemen, many of whom were among the top scorers at the recent Bisley meeting: Col. Cowan, R.E.; Sgt. Major J. Armer, School of Musketry, Warrent Officer Raven, R.N.; Armorer Sgt. Lawrence, 1st Dumbarton V.R.C.; Armorer Sgt. McHaffie, Galloway V.R.C.; Armorer Sgt. Fulton, Queen's Westminster V.R.C.; Major Varley, Honorable Artillery Company; Armorer Sgt. Comber, 2nd V.B. East Surrey Regiment; Quartermaster Sgt. Fraser, 1st Banff R.O.A.; Sgt. Taitton, 2nd V.B. Royal Warwickshire Regiment; Sgt. Omanden, Queen's Edinburgh V.R.B.; and Sgt. Robinson, 4th V.B. Manchester Regiment.

Major Stephenson and Lieut. Peddie are attached to the team and the commandant is Col. J. Thompson, chief of the shooting school. The shooting captain is Major P. W. Richardson, 2nd V.B. North Flanders, and Capt. W. Lloyd, D.S.O., R.A.M.C., is the adjutant.

The team which is to represent Australia is the same that shot at Bisley, and includes Lieut. Addison, who won the King's prize at Bisley; Lieut. Dawson, Sgt. Edwards, G. Hewitt, W. Cutler, A. J. McLeod, R. Whittington, E. G. Arroll, H. Mottin, J. McCulley, H. Hicks and W. Edgewood.

HONOR FIDELITY.

Huntsville Rejoices at Victory of Her Team at Tournament.

HUNTSVILLE, Aug. 12.—A grand celebration was held here to-night in honor of the champion Huntsville fire brigade, which won the tournament at Midland last Wednesday. The tournament was held under the auspices of Northern Volunteer Firemen's Association, and teams representing North Bay, Barke's Falls, Huntsville, Bracebridge, Gravenhurst, Orillia, Midland, Renfrew and Parry Sound competed.

Huntsville won, going thru the severe test in 40 seconds, 2 seconds ahead of Orillia, who got second. The enthusiasm took practical shape to-night, when, after a torchlight procession of the citizens, gold lockets were presented to the victorious team. Speeches were made by Mayor Fisher, H. S. May, Wright, M.P.; A. Cameron, John R. Reece, D. M. Grant and others. Huntsville also won last year.

"I shall never forget my excitement," said Mr. Stormont Barnes, "when I played Laertes. 'Dear me,' replied young Mrs. Torkins, 'did you play Laertes, too?' You must be a great success with the horses as Charley is."

Washington Star.

Hamilton Happenings

MR. BARROW SAID O— IN DEFENDING HIMSELF

Series of Wrangles at Council Meeting—Department to Be Re-organized.

HAMILTON, Aug. 12.—(Special).—This evening's session of the city council was a succession of disgraceful wrangles. City Engineer Barrow, noted as a mild-mannered man, asked for permission to defend himself against the attacks of Ald. Farrar, a well-known politician.

The mayor and Aldermen Farrar and Peebles, were appointed to consider the advisability of reorganizing the city engineer's department. The majority of the committee is made up of Mr. Barrow's friends. Ald. Dickson intimated that Ald. Farrar was a grifter for seeking to use his position as alderman to get a sewer connection for his house on Sherman-avenue without paying what the other residents of the street paid, and he agreed with the sentiments expressed by Mr. Barrow. Ald. Farrar called Ald. Dixon "a Grit fopper," who had sold out his birthright for the position of

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HAMILTON BUSINESS DIRECTORY

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\$2.50 to \$4.00 Per Day. American Plan

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Grand Opera House Cigar Store

DEFECTS OF U. S. NAVY.

The recent terrible accident on the Georgia, in which ten or more lives of American naval officers and men were lost, coming almost in conjunction with the publication of charges of serious defects in our naval construction which the Navy service journal, The Navy, has been making, brings our seafaring equipment strongly into the light. The accident on the Georgia, for which no one apparently is blamed, seems to belong to that class of accidents which are the result of a number of plainable disasters, a number of which have happened in our navy during recent years. Promise is made of thorough investigation with the probability of precautions being taken to prevent the recurrence of such an accident.

The Navy, on the other hand, challenges the skill of the naval board of construction, and lay the entire navy open to criticism at home and abroad. As an example of the accusations which the paper presents, read, for instance, that "our boasted Atlantic battle-fleet has neither coal, ammunition, fire-control appliances, nor in fact, many of the things that are indispensable to the efficiency of a fleet in a battle," and "is no more fit to meet an enemy's appearance in battle than the ill-fated Pacific than was the ill-fated Pacific commanded by Rojestvensky."

Authoritativeness is lent these statements by the rumor that the new publication is "the organ of some of the higher officials of the navy," who know whereof they speak. The criticism which has called forth most comment was to the effect that the ports of the thirteen miles long, and the Kentucky, in particular, were so large that even small shot could penetrate the armor and disable the guns. So manifest are these defects, says The Navy, that the officers who took these ships abroad sought to conceal them by building wooden shields painted to resemble steel. It is also charged that the protecting armor belts of some of the ships are misplaced and that when the vessels are fully equipped the water-line mark is far out of sight under water. Admiral Evans related that the street winter, says The Navy, when he ordered the officers of each ship in the fleet to inspect the structure in the way of torpedo-tubes, boat-cranks, bridges, stanchions, or other impediment they could get their hands on, and that the water-line belt might come up out of the water where it belonged. These are the criticisms directed at an official reply from Rear-Admiral Brown, who admits, however, the truth of most of the charges. There were defects in the Kentucky, he said, but "the wonder is that there were so few defects compared to the first battle fleet, the battleships built in this country. Compared with the ships of other countries, he said, "the Oregon class was distinctly superior."

It is true that their armor was badly placed, but that arose from the fact that the ships were built before the material, stores, and machinery not included in the original design."

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Of all these charges and admissions, The New York Post says this, which represents pretty well a large part of the newspaper comment:

"To our mind, and we think to most taxpayers, this explanation is the very reverse of satisfying. Its tone is, moreover, unfortunate in the officer who put it out, save for its frankness. Its admission renders it probable that the rest of The Navy's charges are well-founded, and it will be regretted that that newspaper's assertions that not one of our battleships floated as she should at Jamestown. Each one of them is to show her armor belt at the proper place when loaded for sea. Now, the United States has paid enormous prices for its battle-ships, and making the service of the navy depend on the service of the navy, graduates of Annapolis, who are supposed to know their business, and it is to be seen the lay mind as if this called for the ability to calculate what weights will be placed on a battleship when she is ready for sea. Nor will the American public, we think, be led off the scent by any red herring attempt to make it overlook the defects of our vessels by contrasting them with the mistakes made elsewhere. The public has been far too frequently informed that ours is the 'finest fleet of its size in the world,' for this to be successful. The errors of others offer no excuse. Indeed, The Navy's revelations, its repeated assertion that the same defects of the Oregon class are reappearing in the designs of our new 20,000-ton sea-monsters, ought to lead to a congressional enquiry, particularly in view of Rear-Admiral Brown's admissions. Meanwhile, if Japan really has any desire to contest with us for the supremacy of the Pacific, her intelligence officers must be flung away from the service and Rear-Admiral Brown's remarks with unmitigated execration."

The Washington Herald is disposed to discount the allegations of the critics, seeing in their charges an ulterior motive which may have led them to exaggerate. We read:

"They are easily recognized as having for their purpose the lessening of the influence and usefulness of those of a scheme to enlarge the importance and increase the functions of the naval general board, probably to the extent of fastening upon the service a so-called naval general staff, which shall have to do with strategy and construction, personnel, and adminis-

tration, and which shall be, in all respects, the 'whole thing,' leaving the bureau chiefs and their assistants as nonentities under a flaccid figurehead of a secretary of the navy."

This may be true, admits the New York Times-Democrat; still, "what ever the reason" for the disclosures, the public should not be made acquainted with the character of the ships of the country, for concealment accomplishes no good purpose. This paper concedes, however, that even criticisms of good faith may be unjust and misleading. Thus we read:

"There has always been and there always will be divergent views in respect of the construction of war ships, both in connection with their offensive and defensive qualities. . . . The disposition of armorbelts, the emplacement of guns and the like, which excite the attacks of others, and this must always be so. The placing of turrets on the axial line in the American monsters of the Delaware class, while the Dreadnought has two of her

turrets winged out, does not necessarily mean that either of these classes of ships is useless, or even weak in construction. The Americans chose to secure greater broadside fire, while the English sought to avoid the necessity of firing from one turret above the other."

The public need not pay any too much heed to the disagreements of expert constructors of battle ships, for scarcely two of them in any country are of the same opinion concerning all the details of construction."—Literary Digest.

A man can save a lot of money by not having any for his friends to borrow—New York Press.

Mrs. Jawback: "You look tough with that black eye. Why don't you put a piece of beefsteak on it?" Mr. Jawback: "If the steak is a piece of what we had for breakfast I'd look a damned sight tougher."—Cleveland Leader.

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