POOR DOCUMENT

THE STAR, ST. JOHN N. B., TUESDAY, JULY 23, 1907.

SIR WILFRID ANXIOUS TO END HIS DAYS IN

Declares that He Will Always Remain a Citizen of Ottawa and Has No Desire for a Career as Lord High Commissioner — Ottawa Extends a Royal Welcome to the Premier.

OTTAWA, July 22.—Ottawa's welcome tonight of sir Wilfrid Laurer may not have rivalled in spectacular impressiveness and exuberant enthusiasm the demonstrations of Quebec and Montreal, but in addition to the universal Canadian pride in the reation's chief representative as manifested at Quebec and Montreal, there was evident in the capital's reception of her first citizen tonight a feeling of personal affection for a fellow citizen of Ottawa. Where he is best known he is best liked. Consequently his real home-coming tonight was the occasion of a splendid manifestation of the whole city's genuine affection and admiration for him and for Lady Laurer, who shares with him popular to the content of the whole city's genuine affection and admiration for him and for Lady Laurer, who shares with him popular is come tonight a feeling of the city of all party feeling. Sir Wilfrid is unquestionably the most popular city of all party feeling is considered as carriage in waiting and, followed by the carriages of the alder men, were escorted to the City Hall via Wellington, Bank and Sparks streets, passing en route a decorated arch at the main entrance to the parliament by the word "welcome." In the crowded council chamber of the City Hall via Wellington, Bank and Sparks streets, passing en route a decorated arch at the main entrance to the parliament by the word "welcome." In the crowded council chamber of the City Hall via Wellington, Bank and Sparks streets, passing en route a decorated arch at the main entrance to the parliament by the word "welcome." In the crowded council chamber of the City Hall via Wellington, Bank and Sparks streets, passing en route a decorated arch at the main entrance to the parliament by the word "welcome." In the crowded council chamber of the City Hall via Wellington, Bank and Sparks streets, passing en route a decorated arch at the main entrance to the parliament by the word "welcome." In the crowded council chamber of the City Hall via Wellington, Bank and Sparks streets, passing en route a de

Laurier, who shares with him popular er of Canada in Great Britain as had been suggested in the press. If there were any other position he might like, arrival at the central station at seven

were trained that the section of the

The Greatest Mid-Summer Sale of Men's and Boys' Clothing and Furnishings Ever Held in St. John Will Be Continued All This Week

We knew this sale would create a sensation — but we hardly looked for the great response of last Thursday and Friday, the opening days. By the way things opened up yesterday, it's a foregone conclusion that this week's sales will mark a new record in our clothing business.

And the Suits - Well, those who've bought them will tell you they're the best fitting, best looking and most stylish ready-to-wear suits ever seen. Buy and Save should be your motto and you should live up to it to the fullest possible extent.

Men's Clothing

\$6.00 Fancy Tweed Suits... Reduced to \$4.35 \$8.50 Fancy Tweed Suits Reduced to \$6.35 \$12.00 Fancy Tweed Suits Reduced to \$8.35 \$15.00 Fancy Worsted Suits Reduced to \$10.65 \$7.50 Blue and Black Worsted Suits . . Reduced to \$5.65 \$12.00 Blue and Black Worsted Suits....Reduced to \$8.25 \$5.00 Fancy Worsted Trousers Reduced to \$3.15

Young Men's Suits that were \$10.00. ... Now \$7.95
Reefers and Top Coats At Big Reductions

the Grand Trunk Pacific Railway. Young Men's Rain Coats...... At Sacrifice Prices | Senator King, one of the comm Washable Suits Reduced 1-3 and Less when asked about the matter, admitted when asked about the matter, admitted

Boys' Clothing

Again We Say, Get Busy! You can't afford to miss this sale.

GREATER OAK HALL,

- SCOVIL BROS., Ltd., St. John, N. B.

Branch Store 695 Main Street, North End.

a Newfoundland trapper named Montague, while after hard work they in-

G.T.P. TO TAKE OVER CENTRA

Place Soon

any great surprise, although he would not say anything definite.

greatly hampered by a shortage of cars. If they were able to get all they turn them over 200 tons of coal a day, in addition to lumber shipments and other freight. This amount of business would enable the road to pay hand-

THAN NIAGARA

The stated themselves on August 3rd in 28 started themselves on August 3rd in 28 s

GLASSVILLE, N. B., July 20.— On Thursday afternoon, July 18th, the residence of Mr. and Mrs. William Lyon of this place was the scene of a very be damaged, if not sunk, by her. Fisher folk were represented as saying a reunino of their family on the semi-centennial anniversary of their may go fine: "She don't do much 'eep' darfife there ain't no anchor made 'll bold her.' She sank while on a voyage along shore from Bucksport to Rock- and, She was within a mile of the each when she met her fate, and there was not wind enough to enable the crew to run her aground. The Martha M., another vessel which discribed in Kipling's volume, was really the Mary N., a well known schooner from Bucksport, which sank with all hands on a frozen herring voyage from Newfoundland-in the spring of 1902. The We're Here, the center of the little sea drama which the book emodies, was really the Andalusja, a flourester trawler, which sank somewhere off Sable Island in an equinocial graph of the sea of the crew to the read of the core of the sea of the crew with her. A third of his group to meet the disaster was the Hope of raige.

All of the occupants were thrown out, but with the exception of Mr. Harmon, none sustained serious injuries.

TWENTY HAVE VANISHED.

So might the category be continued

Falace Sleeping Cars Only, Leave MONTREAL 12.30 p.m.

Tuesday, Thursday and Saturday, during July and August.

MONTREAL TO VANOOUVER IN

11. Leave MONTREAL 12.30 p.m.

Tuesday, Thursday and Saturday, during July and August.

MONTREAL TO VANOOUVER IN

85 Hours,

W. B. HOWARD, D.P.A., C.P.R., ST. JOHN, N. B.

INMEDIAN Mass., July 22.—Frank D. Harmon, of 1771 Madison Avenue, New York City, was killed in an automobile accident here late today.

A large touring car in which Mr. Harmon, street on their way from Boston to New York were speeding down Lincoln street on their way from Boston to Nantasket Beach, was wrecked at the crew to the way from Boston to Nantasket Beach, was wrecked at the crew to the way from Boston to Nantasket Beach, was wrecked a

In the country west of Edmonton no construction work has yet been been going by the Grand Trunk Pacific, but gur by the Grand Trunk Pacific, but survey work has been going on with survey work has been going on with satisfactory dispatch. An official party

STEAMERS

EMPRESS OF BRITAIN, - July 26th LAKE MANITOBA, - - Aug. 3rd EMPRESS OF IRELAND, - Aug 9th S. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabi passengers (2nd Class) to whom

First Cabin.-EMPRESS Bo \$80.00 and upwards. LAKE MANI-oba, \$65.00 and upwards. Second Cabin.—\$40.00, \$45.00 and

INTERNATIONAL DIVISION Coast-Wise Service

Fridays for Lubec, Eastport, Portland and DIRECT SERVICE

—Commencing Tuesday, July 2nd, the
new Empress Turbine Steamship YALE

JUST NOW.

The other road with transcontents ambitions, the Canadian Northern, is also carrying on extensive work in its terminal territory, but altogether in the way of improvements, having prudently resolved to defer further construction until its lines already existing have been put in better condition. The finding of the Railway Commission, recently announced, was to the effect that the road was inadequately equipped to meet the demands of the traffic, and it is to make better equipment possible that the promise that the crop of 1907 would be carried by the Grand Trunk Pacific from Edmonton to the struction that the promise that the crop of 1907 would be carried by the Grand Trunk Pacific from Edmonton to the struction on the struction until its lines already existing about 500 yards wide, but contacting to fifty at the falls them selves. The existence of this cascade was certified by two factors of the Hudson Eay Company—Maclean and Kennedy—who visited them between sixty and seventy years ago, and whose accounts agree in most of the essential particulars. Maclean conducted an expedition into the interior there in last was atopped by these falls, and here made a permanent camp, as they believed they had only another thirty or forty miles to go, and leaving the Esquimaux in charge of their effects the three whites started farther inland, taking the canoe with them. They found that they could voyage the was stopped by these falls, and it is to make better equipment possible that the present road improvement is being done. Nine ballast trains are on work on this division, together with steam shovels and tracks and being about 500 yards wide, but contracting to fifty at the falls them selves. The existence of this racting to fifty at the falls them selves. The existence of this racting to fifty at the falls them selves. The existence of this racting to fifty at the falls them selves. The existence of the state them they of the whites their tording the canoe was certified by two factors of the flux of the resqui

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