

**DOWLING BROS.** The Largest Retail Distributors of Ladies' Coats, Skirts and Blouse Waists in the Maritime Provinces.  
**Special Sale Linen Hand Towels**

Linen Huck Towels, 34x18, ..... at 25c. pair  
Birds-Eye Linen Towels, 37x19, ..... at 25c. pair  
Linen Huck Towels, red ends, 39x19, ..... at 25c. pair  
Fine Huck Towels, all white, 33x18, ..... at 29c. pair  
Fine Huck Towels, all white, 36x19, ..... at 35c. pair  
Very Fine Huck Towels, all white, 34x18, ..... at 40c. pair  
White Huck Damask Ends, 37x19, ..... at 45c. pair  
Very Fine White Huck, 38x21, ..... at 50c. pair  
White H. S. Huck Damask Ends, 41x22, ..... at 60c. pair  
White H. S. Huck Damask Ends, 42x22, ..... at 60c. each  
Turkish Bath Towels, at 12c., 16c., 18c., 20c., 22c., 25c., 28c. ea.  
Linen Bath Towels, 44x23, ..... at 40c. each  
Linen Bath Towels, 50x24, ..... at 75c. each  
Linen Bath Towels, 58x31, ..... at \$1.00 each

**DOWLING BROTHERS**  
95 and 101 King Street

A Customer's Reasonable Wish Is This Store's Pleasure

**DYKEMAN'S**  
: A Great Sale Of :  
**Pillow Shams and Bureau Scarfs**

We have just received a manufacturer's clearing lot of these goods which we purpose selling at about half their regular price.

At 20 cents each. A big lot of Swiss applique Shams and Runners to match, that were made to retail at 50 cents each. These are a good washing quality, are very pretty in design and are without doubt the biggest bargain we have ever offered in this class of goods.

At 30 Cents Each—A distinctly new pattern made of Swiss lawn with herringbone embroidery edging, shams and bureau scarfs to match, all one price. These goods are the regular 75 cent quality. They are serviceable, good washing quality and are very pretty in design.

Also a lot of hemstitched Shams and Runners at the same price, 30 cents each, with braided centre and applique work. These are also of a good washing quality and are sold at less than half the usual price.

A lot of Motor Scarfs, regular 90 cent quality, to be sold at 55 cents. Hemstitched ends, very stylish and rich in appearance, 2 1/2 yards long and 18 inches wide.

Plain Motor Scarfs, 2 1/2 yards long, 18 inches wide, with double woven edge, very rich quality of silk, regular price \$1.00, sale price 65 cents. These come in black, grey, brown, pink, blue and champagne.

**F. A. DYKEMAN & CO.**  
59 Charlotte Street

While You Think of it

**Have Your Furs Renovated Now**

While they can receive immediate attention, instead of waiting until snow flies and everybody wants the work done "at once," which at such a time is out of the question.

Our facilities for the care, treatment and manufacture of Furs are unequalled—Let us attempt to yours.

**J.L. Thorne & Co.,** Hatters and Furriers  
55 Charlotte Street. Phone Main 753.**DO YOU KNOW YOU CAN PURCHASE Trunks, Suit Cases Etc**

cheaper and better here than anywhere else in the city. If a doubt remains in your mind as to where to buy your travelling requisites, come in and see us.

TRUNKS, \$2.00, \$2.50, \$3.15, \$3.50, \$3.85, \$4.35, \$4.70, \$5.00, \$6.15.

SUIT CASES, ..... \$1.20 to \$6.50  
JAP MATTING SUIT CASES, (leather tipped), Special \$1.50

**S. W. McMACKIN, 335 Main St****SPECIAL SALE OF BOYS' SHOES**

Some dealers think anything in the way of shoes will do for the boy, and some parents seem to agree with the dealer. The boy doesn't, however, and we side with the boy, and make his shoes as well as his father's, but we charge a great deal less for them.

LITTLE GENTS' SHOES, made like papa's, with heels and lacing hooks, Vic Kid, Calf and Enamel Leathers, \$1.50, \$2.00 and \$2.50.

YOUTHS' SHOES, duplicates in lasts and shapes of the most popular men's shoe styles of the day, in all leathers, \$1.40 to \$1.75.

BOYS' SHOES, all good leathers, \$1.25, \$1.50 to \$2.00. All sizes and shapes. Don't turn the boy down with poor shoes—bring him here.

**D. MONAHAN, 32 CHARLOTTE ST.**  
The Home of Good Shoes. Phone 1802-II. Repairing First Work.**THIS EVENING**

Band concert in King Square by City Cornet Band.  
Mildred and Rosclere in the Flight of Princess Iris, at the Opera House.  
Meeting of Trades and Labor Council, Opera House rooms, to arrange for the enforcing of the closed shop after September 4.  
Liberal ward meetings in various wards.  
Good singing, the orchestra and motion pictures at the Nickel.  
Late songs and motion pictures at the Gem.  
Vaudeville and motion pictures at the Lyric.  
Motion pictures and songs at the Unique.  
Motion pictures and singing at the Star.

**LOCAL NEWS**

**POLICE REPORT.**  
Boyd Pollock has been reported for not having a light on a pile of lumber in Wentworth street last night.

**HIBERNIAN CADETS.**  
The Hibernian Cadets are requested to meet for drill this evening at 7 o'clock. Every member must be in uniform.

**VACCINATION.**  
The vaccination days and hours at the board of health rooms are Mondays and Tuesday mornings from 9 till 11 o'clock.

**THE PLAYGROUNDS.**  
The supervised playgrounds at the Centennial and Aberdeen schools close today. There will be a programme from 3 till 5 o'clock, with exhibition of work.

**THORNE LODGE.**  
Thorne Lodge, No. 209, I. O. G. T., will meet tonight in the Haymarket Square hall at 8 o'clock. All members are requested to attend for business of importance.

**NEW SCHOOL.**  
A private kindergarten and primary school will be opened in the school room of the Leinster street church by Mrs. W. C. Matthew and Miss Ruth Flanders. The school will be opened on September 5.

**EPWORTH PARK.**  
There is to be an entertainment, consisting of solos, duets, choruses, dances and violin music at Epworth Park next Saturday evening, Aug. 26, beginning at 7.30. A genuinely good time is expected.

**CANOEING PARTY.**  
Frederick Mail—A canoeing party composed of Mrs. McAvity and Ralph Steele of St. John and Miss Ethel Kennedy of Redhead, made the trip from Grand Falls to Redhead by canoe Wednesday and remained Wednesday night at the guests of the Misses Rabbitt, St. Mary's. They went to St. John Thursday.

**WAS COMING HERE.**  
Frederick Glenier—Mrs. Robin Cropley was taken to Victoria Hospital this morning to be operated upon for a serious case of appendicitis. She was taken suddenly ill yesterday morning while preparing to go to St. John to visit friends.

**A FINE SAMPLE OF WORK.**  
The Times has received from the supervised playground at the Centennial school a very pretty waste basket made by one of the children. It is a fine piece of basketry work, and is a splendid illustration of what can be done by skillful hands under proper supervision, as part of the many pleasures to be got out of the playgrounds.

**POLICE COURT NOTES.**  
In the police court this morning Benjamin Titus, William Livingstone and Fred Reynolds were each fined \$4 or ten days in jail. William Guthrie, charged with being drunk and also assaulting James Ramsay, pleaded not guilty and was remanded. Pooleman Sample, of Sprague gave evidence and the case was postponed until further witnesses can be in court. Sprague swore that he saw Guthrie strike Ramsay and also draw a knife. The prisoner denied this. A fine of \$2 was struck against the New Brunswick Telephone Co. for not placing a light on a pile of lumber in Dorchester street.

**ANOTHER NEW TUG****The Hull of the Neptune Towed Into Port Today**

The Neptune III, is the name of the latest addition to the harbor tow boat fleet and the new one when ready for commission will be one of the most powerful at this port. The hull arrived this morning from Port Greville, N. S., where it was recently launched from the yards of A. E. Graham. Coming across the bay in tow of the steamer Margueriteville, it was placed at Walker's wharf, where it was taken hold of by the tug Neptune and placed at the ballast wharf, where the machinery will be placed aboard by the St. John Iron Works.

A portion of the machinery of the present Neptune will be used. The ship is coming from Glasgow and the propeller from England. As the old Neptune came alongside of the new one, the older one looked decidedly small. Of course, being light and standing high out of water, the new craft has the advantage, but for all that she is much the larger. She will be of more beam and deeper than the Lord Kitchen, though not quite so long. Her dimensions are: Length 85 feet, depth of ten feet.

She gets her numeral as being the third tug of that name here. The first was broken up twenty-six years ago. The owners were J. H. Scammell & Co., E. D. Jewett, and Patrick Lynch. She was built above Indiantown. Her owners had the present old Neptune built at Hilbard's on the Strait Shore, the builder being Daniel McLaughlin of this city, who is also the designer of the new Neptune. Messrs. William Thomson & Co., who became the owners of the boat, are the owners of the new one. Captain Thomas Clarke, one of the best known and most capable tow-boat captains at this port, who is in command of the present boat, will be the skipper of the Neptune III.

Another new tugboat that has recently joined the harbor fleet is the James S. Gregory, owned by James S. Gregory, who also has the Kenton. The Gregory is in command of Captain William Pavie, formerly of the Lillie, and is regarded as one of the best tow boat men in the business. Mr. Gregory's new boat is a credit to her owner and to the harbor squadron.

**LIBERAL ELECTORS**

The Liberal electors of the various wards will meet in their respective ward rooms for regular work each night until Sept. 21st.

**FALLS DEAD IN FISHING BOAT OFF MUSQUASH****John Gorham, After Hard Pull in Taking in Catch, Succumbs to Heart Trouble—Body Brought Here**

Within a very few minutes after he had labored industriously in taking from the water a large catch of fish in Gooseberry Cove, near Musquash, last night, John Gorham, of Woods' Island, Shelburne county, N. S., toppled over into the arms of Capt. P. W. Stoddard, of the sloop Genevieve, a corpse. He had just complained that the "strain" had been hard on him, as it was a tough pull. Heart trouble is supposed to have been responsible for his death.

His body was brought into port this morning by Capt. Stoddard on the sloop Genevieve, on which the two had been fishing. Coroner D. E. Berryman viewed the body and gave permission for burial. It will be taken home today to Woods' Island, where Mr. Gorham was well known and liked. He had been a member of the firm of Gorham Bros., general dealers, of that place, for many years and was interested in fishing to a great extent.

He was fifty-eight years of age and is survived by his wife, six sons, and two daughters. The sons are Arthur, John, Frank, Everett, William, and Clinton, and Mrs. M. McLean of Chatham and Miss Mary Graham, of Boston, a trained nurse, are the daughters.

**REFUSE TO GO TO SEA ON BOARD THE NORTON****Action of Seamen Makes Case of Interest in the Police Court—Both Sides Are Heard**

An interesting case was aired in the police court this morning when five sailors from the steamer Norton were arrested this morning at the instance of Captain E. R. Frankland and charged with refusing to do duty on board the ship and also for refusing to go to sea, were before the court. The men were Samuel Westcott, Charles and Policeman Gould. The ship is lying out in the stream and the men were taken off in a motor boat.

Richard and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

Kennedy and Kemp pleaded guilty, but the others pleaded not guilty. They all said that the ship was unseaworthy and they were afraid to go to sea in her. E. R. Taylor, appeared for the plaintiff and the men were not represented.

Captain Frankland said the men refused duty. He submitted the log of the ship in which were written the replies made by the men when asked to go to work. He said the steamer had left port on Wednesday last but the cargo shifted and he was forced to return to port. He submitted a statement signed by the Lloyd's agent here that the cargo had been righted and that the ship was now ready for sea. Captain Frankland said he had been having trouble with his men for some time, and that three of those in court had been allowed out of jail only a few days ago, having been released for absconding themselves without leave.

All of the men were sworn in turn. Kennedy testified that he had been going to sea for twenty-five years, and that he would not take a chance now and go out on the Norton, as he thought she was too heavily laden. Another of the men swore that the cargo had listed from the port to the starboard side during last night, and that he was afraid if she struck any kind of a sea, she would go over.

The magistrates, in summing up the case, said that the Lloyd's agent and the port surveyor were the best judges as to whether the vessel was properly loaded or not, and as they had reported that the boat was seaworthy, he did not think the men had any right to refuse to go in her. After the occurrence on Wednesday the surveyors had ordered some of the cargo removed, which he had done as a loan to the ship's owners, and he thought the men certainly ought to have been satisfied then. In regard to the threat supposed to have been made by the captain, the men could take action against him on the other side if they were not treated right on the voyage across. He told the men that they were liable to be sent to jail for twelve weeks, but that they would be remanded until the case could be further investigated.

Kennedy spoke up to the court and said he had been going to sea for twenty-five years and certainly ought to be able to tell whether a vessel was safe or not. "On the last voyage, he said, 'the same thing happened and some of the deck-load had to be thrown over, and I am not going to take any more chances on the boat.'"

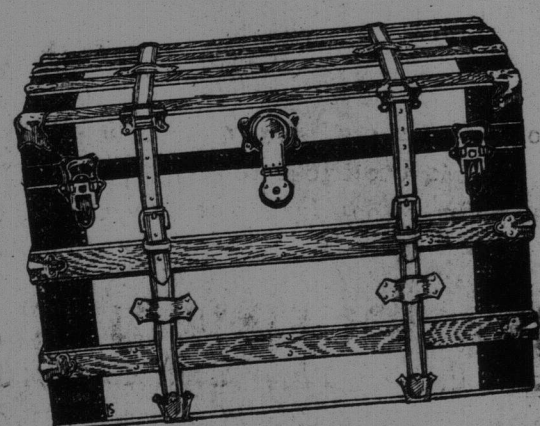
Another one of the sailors said that the officers of the ship were carrying revolvers with them on board, and that they were afraid they would be ill-treated when they got out to sea. The men were sent in on remand.

**REV. MR. BOYD SPOKE FOR BRITAIN OVERSEAS**

London letter states—  
"Among the Canadians recently in Scotland is the Rev. T. Hunter Boyd, of New Brunswick, who came over as a delegate from the Presbyterian church for the purpose of organizing an information bureau for the church in the dominion, which he has established at 61 Bothwell street, Glasgow. At the opening session of the First United Nations Congress held at the London University, Lord Wardlaw was in the chair and introduced the visitors from the various countries represented in the unique gathering. There were speakers from China, Turkey, Brazil, Japan, Persia and the United States and Mr. Boyd was named by the chairman to respond for Britain overseas."

**BUY YOUR TRUNK FROM US**

Selling good trunks at a very moderate price is a specialty with us,—that's just the reason why so many people buy their trunks at this store. If strength, good appearance and quality are things that you are looking for in a trunk, then you'll have no trouble whatever in getting just what you desire from our assortment.

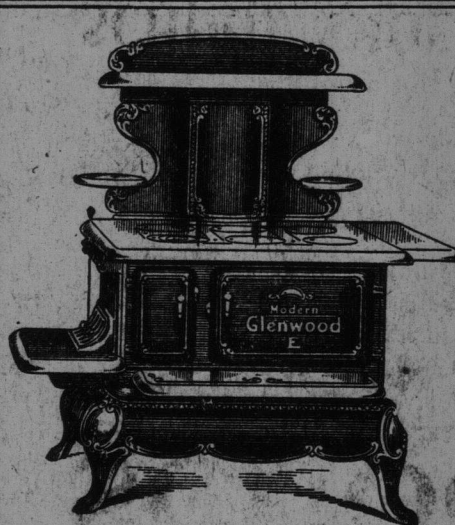


**STRONG TRUNKS**, that will stand rough handling. \$2.00, 2.50, 2.75, \$3.00, 3.25, 3.50, \$3.75, \$4.00, 4.35, 4.50, \$4.85, 5.10, 5.45, \$5.80, 6.15, \$6.50, 7.10, 7.35, \$8.15 and up to \$10.00.

**SUIT CASES**, ..... \$1.60 to \$12.00

**TRAVELLING BAGS**, ..... 2.00 to 9.50

**TELESCOPE BAGS**, ..... 0.40 to 1.30

**H. N. DeMILLE & CO.**  
199 to 201 Union Street Opera House Block**GLENWOOD RANGES MAKE COOKING EASY**

Provide your home with a GLENWOOD RANGE, and you are sure to have satisfaction from your cooking. When you purchase a GLENWOOD RANGE you have the best range that is on the market today, the range that for the past 50 years has proven its superiority over all other makes, in the busy kitchens of the United States.

In St. John alone we have over 2700 in use daily which is good evidence of what St. John housekeepers think of the GLENWOOD RANGE.

Ask your neighbor who is using the GLENWOOD what she thinks of it and through her recommendation you will be induced to buy, at least one half of all GLENWOODS are sold through the enthusiastic recommendation of a satisfied user. Call and have us show you why the GLENWOODS are superior to all other makes, and why they are giving such satisfaction.

**McLEAN, HOLT & COMPANY,**  
(Canadian manufacturers)  
Foundry, Courtenay Bay Iron Works, 5-13 Allison Street, Retail Store and Sales Room, No. 125 Union Street, St. John, N.B.  
Write or call for our 1911 GLENWOOD Catalogue.

AUGUST 25, 1911

**TWO DAYS LEFT For the Boys to Get Their NEW SUITS In Time For School**

Five, four, three, two—how many boys have been counting the days until school will open. Now you have but two more days—and these two days have been set aside by most parents as the days to outfit the boy with his new Fall Clothes.

**Oak Hall Boys' Clothing Store** has long since been the store for the school boy.

We take particular pains to have everything in readiness in plenty of time for the boy to start to school. Nor is this year an exception—everything has been in readiness for some days to receive the school boy and his parents.

**FOR THE BEGINNER—**  
Plain Sailor Suits - \$1.50, \$2.00, \$2.50, \$3.00  
Bloomer Sailor Suits - 3.50, 4.50, 5.50

**FOR BIGGER BOYS—**  
Two-Piece Suits with one pair of Bloomers, - \$3.00, \$3.50, \$4.50, \$5.00  
Bloomer Suits with an extra pair of Bloomer Pants, - 5.50, 6.50, 7.00, 7.50  
Three-Piece Suits with Vest, for boys 12 to 17 years, \$3.50, \$4.00, \$4.50 and up to \$8.00

**KING STREET COR. GERMAN GREATER OAK HALL**  
**SCOVIL BROS. LIMITED, St. John, N. B.****SCHOOL SUITS FOR THE BOYS**

You will want the best possible for the least money.

**THIS IS THE PLACE**

Boys' 2-Piece Suits, \$1.98, \$2.4