

NEW FALL SHOES



For Men

Without the least attempt at exaggeration we are confident that never before in our history were we in a position to offer our customers such a comprehensive range of fine footwear.

The Waterbury & Rising "Special" now recognized as the best shoe made, is actually better than ever. The new shapes will win instant admiration.

Why not look them over?

WATERBURY & RISING

THREE STORES

King St. Mill St. Union St.

TAKE A KODAK ON YOUR HOLIDAY TRIP

And Bring Back Picture Memories.

Eastman Kodak and Supplies For Sale By

S. H. HAWKER, Prescription Pharmacy

Cor. Mill St. and Paradise Row

EMERY BROS. WHOLESALE CONFECTIONERS

It will pay you to see our stock before buying elsewhere. Try a sample order—Goods pure—Assortment unequalled—Prices right—Shipments prompt. We are agents for the famous Valvona-Marchiony Ice Cream Cones and Wafers. The best made.

"A GOOD PLACE TO BUY GOOD CLOTHES"

Waterproof Coats OF EXCEPTIONAL MERIT

A good new line, with which our customers will be pleased.

These Rubber-proofed Mackintosh Coats are correctly cut and well made. The collars fit better than those of any waterproof coats we have previously sold.

The shades are "just right," according to Fashion's laws—olive, green and tan.

Weights—Very light and moderately light.

Prices \$8.00 to \$22.50.

We recommend this new line to our customers with full confidence that these coats will give exceptional satisfaction.

GILMOUR'S 68 King Street, Tailoring and Clothing
—Sole Agency 20th Century Brand Clothing

TO DISCUSS INLAND WATERWAYS ALONG ATLANTIC COAST

Thousand Delegates to Attend Deeper Waterways Association in Providence

Providence, R. I., Aug. 28.—The promotion of a movement, conceived more than a century ago, to build a chain of inland waterways stretching along the Atlantic coast from Maine to Florida, is the subject which will draw more than 1,000 delegates to the convention of the Atlantic Deeper Waterways Association in this city Wednesday.

Tuesday night, from the crest of many hills along the Atlantic seaboard from Kitty (Me.) to Pensacola (Fla.), bonfires will be lighted, in emulation of the old

Indian custom, as beacons to guide the way to the power.

More than \$25,000, of which the state and city each appropriated \$5,000, will be spent by the people of Rhode Island to show hospitality to the visitors.

Three years ago the idea of banding the cities of the Atlantic together for the purpose of furthering the inland waterways plan, was put into execution in Philadelphia. The first convention was held in that city, and last year the meeting place was at Norfolk (Va.).

There is especial interest in the convention this year because of the fact that within the year the United States engineering will, in all probability, report to congress their recommendations regarding the proposed inland waterway system from Boston to Beaufort (N. C.) for the survey of which the government appropriated \$100,000.

It is expected that every city along the Atlantic seaboard will send delegates to the convention. The official programme shows a formidable list of speakers, including Commander Robert E. Peary, Congressman Richmond Pearson Hobson, of Alabama; Willis L. Moore, chief of the weather bureau, Washington; Rear Admiral C. S. Sperry, U. S. N.; Governor M. F. Ames, of South Carolina; J. Franklin Fort, of New Jersey; Frank B. Weeks, of Connecticut; Aram J. Pothier, of Rhode Island, and many others.

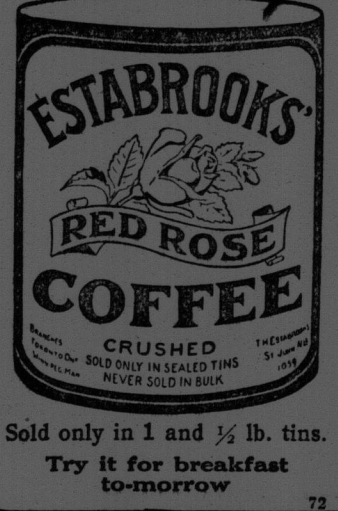
The convention will be formally opened Wednesday morning in the Providence Opera House.

The convention will adjourn Friday morning, after an address by Commander R. E. Peary. Governor Pothier, of Rhode Island, will preside. The city has been elaborately decorated for the reception of the delegates.

SOCIALIST MEETING

At the Socialist meeting last night J. W. Eastwood was the speaker, his subject, "Why a working man should be a Socialist." Mr. Eastwood asserted that the Socialists were the only party who had any plan for overcoming the evils which society was afflicted. Everyone who had at all studied the questions were united in the opinion that the various evils must be eliminated from the lives of the people, yet only the Socialists had any idea how these evils could be eliminated. Referring to the drink evil he said that if the people could be persuaded that prohibition was the best thing, and prohibition could in reality take effect, it would be a bad thing for the working class, because it would necessarily lower the standard of living. His address was followed by a general discussion.

A window blind caught fire at the residence of Andrew Garrett, 55 Sherbrooke street, last night, causing an alarm to be sent out. The blaze was of short duration, however, and no serious damage was sustained.



Sold only in 1 and 1/2 lb. tins. Try it for breakfast to-morrow

Fashion Hints for Times Readers



Notwithstanding the protests of most of womankind, the banded skirt has really been established in fashion and these skirts more or less conservatively modified, will be much worn this autumn. The costume pictured shows a bridge brook to match.

THE NEW "HOBBLE" SKIRT IN ONE OF ITS VARIATIONS

There is a big blaw about the hobble skirt, which there is a high length coat built of the light wool fabric which forms the deep hem. It is expected that 20,000 children will visit Montreal, and the children will be dressed in the hobble skirt. The man who marries that girl is the man who will never have any use for divorce courts.

For she is undoubtedly one of that still comparatively small class of women who know how to love.

It is a part of the beautiful tribute of David to his dead friend Jonathan. "Thy love to me was wonderful, PASSING THE LOVE OF WOMEN."

That meant that David had found comrades love even more beautiful and precious than sex love.

In David's day, of course, it was less impossible that the two should be combined.

But is it now?

Beason's whimsical little book, "Upon Letters," the bachelor says to his married friend in regard to the first few years of his married life.

"You had to learn camaraderie with your wife, for want of which one sees dresses creep into married lives, when the first divine ardors of passion have died away, and when life has to be lived in the common light of day."

Isn't that a beautiful ideal for all young wives and husbands to set themselves to learn that camaraderie that shall begin married life from becoming boring even when the first supreme excitement has passed?

Are YOU building such a foundation for your future happiness, my newly married friend?

CHERRY SHORTCAKE

Make a sponge cake of three eggs, one cup of sugar, one cup of flour, two spoons of baking powder and whites of 2 well-beaten eggs.

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ST. JOHN TO HAVE PART IN THE CONGRESS

Exposition of Blessed Sacrament in Cathedral on Sunday, Sept. 11

BISHOP SPEAKS OF IT

The Meaning of The Eucharistic Congress Soon to Open in Montreal—Duke of Norfolk Not Able to Come—Some Features

In the Cathedral yesterday morning, His Lordship Bishop Coey spoke at the eucharistic congress soon to open in Montreal. It would be, he said, the most glorious and important event in Catholic church history in America. It would be the gathering of great dignitaries of the church, even the Pope there in the person of his legate, cardinals, bishops, priests and distinguished laymen without number, and from all parts of the world.

And for what? It would be one tremendous, universal act of faith in the real, substantial presence of Jesus in the sacrament of His love.

All who could attend, said his lordship, should do so. But it was not expected that the number from here would be very great. One of the most interesting features will be the children's procession, to take place Friday afternoon, Sept. 8. It is expected that 20,000 children, representing all the Catholic schools and parishes in the city and district will participate.

The first communicants of all the city parishes will be placed in a body, the girls in white dresses with veils and the boys wearing their first communion costumes, and will march in a procession to the altar. Cardinal Vanuetti will review them from an open-air platform. Two choirs will sing and the children will refrain from being taken up by the children.

A massive floral tribute, of such proportions that it will fill the cathedral, is anticipated that during the week of the congress fully 100,000 people from all over the world will visit Montreal, a majority of whom will come for September 11 and 12, when the great procession will be held.

100,000 people do not look very big in figures, they figure very big on trains, and they will be a great sight when they are kept tuned up almost to breaking point handling the crowds.

It is no doubt that the congress week will be the biggest railway period that Montreal has seen.

AVIATOR PLUNGED INTO NEW YORK BAY

Big Machine Collapsed After Rising 2,000 Feet and Fell Into Water—Man Shaken Up

New York, Aug. 27.—While attempting to fly his aeroplanes from Sheephead Bay track to Fort Hamilton today, "Bud" Mars, the aviator, was caught in a heavy blast of wind and carried out over the lower bay, where his machine suddenly collapsed and fell into the water more than 100 feet below.

The wrecked aeroplanes was taken aboard a lighter of Craven Shoal buoy. Mars was badly shaken up by the fall.

Mars, an aviator, arose from the Sheephead Bay track and headed for Manhattan beach. He rose to the height of about 2,000 feet and after circling around two or three times, flew to the westward towards Coney Island, where he was picked up by a tugboat.

A sudden gust of air carried the aviator out over Gravesend Bay, where Mars lost control of the machine in the wind. Suddenly it appeared to collapse and fall into the water. When brought ashore, Mars said he was not hurt, beyond the shock to his nerves, but that his machine was wrecked.

MORNING LOCALS

Mrs. H. Meldrum, 14 Seaver street, Brookton (Mass.), has written to Postmaster Seave asking for information about her sister Mary, wife of George Cook, whose home she believes to be in this city.

Mrs. Cook's name before her marriage was Mary Cervilla Lee and she had a daughter named Annie.

Wm. Ryan, of the Telegraph reporterial staff, while at Baywater on Saturday afternoon was struck on the head by a missile of some sort, which was evidently thrown from the woods nearby. He was not seriously injured.

On Saturday evening what is understood to be an unsuccessful attempt was made by Policemen Lucas, Scott, McNamara and McCollins, to secure evidence against the Hotel Edward for selling liquor during prohibited hours. The hotel manager said that no liquor was found, but that people there were taken.

On Saturday afternoon in King street, east, and running away, collided with a team driven by George Richards. Considerable damage was done to the horses in each case. Mr. Ritchie's team was slightly injured.

Delegates to the A. O. H. convention in Sydney returned to the city on Saturday afternoon, after having attended a very successful conference. They praise the people of Sydney for kindness extended to them.

Peter Young, an engineer and Ed. Brown, a car tapper, were killed in a railway wreck in the Belleville yards yesterday.

HUGH J. MCCORMICK, ONCE THE CHAMPION SKATER, IS DEAD

Hugh J. McCormick, the famous Canadian and ex-champion speed skater of the world, died at his home in Coldbrook early yesterday morning. The deceased had been ill for a long time, and last Sunday he took a very bad turn from which he never rallied. He was in the fifty-sixth year of his age and was well known throughout the sporting world. He was born in Long Island, in the Kennebecasis, and resided there for the greater part of his life.

After his marriage he moved to the Willowas hotel, on the Kennebecasis, which he conducted successfully for several years. About three years ago he moved to Coldbrook, where he was proprietor of the Three Mile House. When he was a young boy he made quite a reputation as an ice skater and an oarsman.

He is survived by his wife, two brothers—Charles, of Kennebecasis Island, and Ralph, of New York; and two sisters—Mrs. William Leonard, of the North End, and Miss McCormick, C. S. R., who is at present conducting a mission at Loggieville, a nephew of the deceased. The funeral arrangements have not been completed as yet, but in all probability burial will take place tomorrow morning.

Hugh J. McCormick first took up skating in the year 1870, when he was sixteen years of age. Large for his age he tipped the scales at 165 pounds. With his brother, Charles, he entered a race for double sculls on the Kennebecasis river. Six crews started, but the McCormick brothers had no difficulty in winning out. Once in the rowing game, he continued and was successful at a number of places and regattas during the next couple of years.

His first important race was about the year 1872, when he rowed Edward Ross for \$300 a side. This race he won handily, and his next contest was with Richard Nigle over the same course for \$500 a side. He also won. In his next important race he was defeated at the hands of Harry Vail. The race was for \$500 a side, and was a remarkably close one, being finished in the quick time of 20:52.12. McCormick's own time was 21:05, showing that he was following his opponent pretty close.

About twenty years ago in response to a challenge from Halifax in which four men from New Brunswick were dared to row a picked Nova Scotia crew, the St. John's spirit was aroused, and funds raised for building a boat. Elijah Ross was engaged to train a crew and the following crew picked—William Craig, bow; Henry Foley, 2nd; Geo. Scammell, 3rd; Hugh McCormick, stroke. The race took place on Bedford Basin, the Halifax crew being James Norris, John McKelvey, Albert Hanna and Edward Williams. They were sixteen hundred pounds heavier than the St. John crew, but the local men won handily.

The course was three miles and the time 15:45 minutes, which time has stood ever since as the world's record for inrigged shells, and is only 45 seconds behind the time for outrigger shells.

After this McCormick took part in no very important races though he was in almost the provincial regatta of his last race was between the Clark-McCormick crew and the Belyea crew, about five years ago on the harbor. The Belyea crew won by about a length.

As a Skater
His first appearance on the ice as a skater was in the winter of 1883, when he entered against Wilfred Campbell, George Triton, W. W. Andrews and Herbert Ring here, and defeated them. In the following winter he was barred from amateur ranks. He trained steadily, and soon was recognized as a coming star.

During the latter part of the winter he gave exhibition races, endeavoring to break the record of Axel Paulsen, then champion of the world for different distances. In the two mile race McCormick was in lowering Paulsen's record by nearly a minute, doing it in the fast time of 6:10.

The following winter, being unable to find any local man who could give him a race and feeling that he was as good as the best in the game, McCormick went to New York where he quite upset the equilibrium of the sporting world by smashing records right and left. Unable to find any man who would beat him McCormick returned to St. John. On his return he found that William Whelpley, of this city, had returned from New York a short time before, where he had defeated every one put up against him. In consequence of this Whelpley had issued a challenge to any skater in America and McCormick was not slow in taking him up. A match race for five miles for \$50 a side and a \$200 purse furnished by the management of the LeTour open air rink—now the Shamrock grounds, was arranged. The late sheriff Harding started the race. McCormick led from the start and set a pace which smashed all of Paulsen's records as the successive mile posts were passed. The mile was done in 3:10.12 minutes; three miles in 10 minutes flat, and the entire distance of five miles in 16:53 minutes, which beat Paulsen's record for the same distance of 19:10 by two minutes, 56 seconds.

McCormick led from the start and was more than a lap ahead of Whelpley at the finish. In defeating Whelpley, McCormick defeated the best man of his time in this country.

The fastest mile, done in 2:38 minutes, ever skated by McCormick was in the first mile of a five mile race with Frank Dowd on the Victoria Rink. This record was made without pacemakers, and long stood as the fastest time for that distance.

When John Nelson came to St. John he attempted to lower this record. He was given a ding start and the fastest men in the city had at the time were started in at the quarter posts to act as pacemakers. Under such favorable conditions as these

GO TO RACES W. SPEED SKATER, PAULSEN, TO RACE HIM, MCCORMICK MADE IT ALMOST IMPOSSIBLE FOR HIM TO WIN

Paulsen refused. By going, McCormick made it almost impossible for Paulsen to win. McCormick had been ill for a long time, and last Sunday he took a very bad turn from which he never rallied. He was in the fifty-sixth year of his age and was well known throughout the sporting world. He was born in Long Island, in the Kennebecasis, and resided there for the greater part of his life.

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