

THE EVENING TIMES, ST. JOHN, N. B., MONDAY, JULY 26, 1909

The Saving  
Event  
of the Season

GREAT  
HALF-  
YEARLY

# C. B. Pidgeon's Clearance Sale

Bargains  
in all  
Departments

Opens Wednesday, July 28th, and Continues for 10 Days

All Summer Goods Will Be Cleared  
Out Entirely.

This is a regular Bargain event which comes once every six months at this store.

We are now making extensive preparations for next fall's trade. Our business this season has been the largest in our history. We are looking forward for next season's business to be still greater and if desirability of merchandise counts as it has in the past, we cannot fall short of our expectations.

Now for our great Clearance Sale. This is an event which interests you now. It means saving of actual cash on many desirable and much-needed articles.

This Sale interests us for the future condition of our stock. THIS STORE IS A RECEIVING AND DISTRIBUTING CENTRE OF DESIRABLE AND DEPENDABLE GOODS AND OUR METHODS OF BUYING AND SELLING ALLOW NO STOCK TO BECOME OLD UNDER OUR ROOF.

It is a rule in this house to open the new season with new goods. We are going to follow our established rule for next season because experience has taught us that the idea is a good one. WE HAVE NOT STOPPED A SECOND TO RECOGNIZE PROFITS IN THE REDUCTION OF PRICES FOR THIS REMARKABLE SALE. FINEST SUITS, TROUSERS, WHITE AND FANCY VESTS, SHIRTS, UNDERWEAR, NECKWEAR AND ALL THE MOST DESIRABLE NOVELTIES ARE NOW OFFERED AT PRICES THAT MEAN A SAVING OF 30, 40 AND 50 PER CENT. AND IN MANY INSTANCES MORE THAN ONE-HALF OFF REGULAR VALUES.

Among the many Suit Bargains we offer for one handsome lot of Men's Suits for \$10.00 to \$15.00. Men's Finest \$30.00 Suits in assorted patterns. Handsome Line of \$12.00 Suits for \$5.98. One line of neat Grey Worsted, \$15.00 Suits, in Dark Shades. Another line of \$17.50 Suits in handsome Olive Worsted. Our Regular \$18.50 fancy English Worsted Suits. Our Best \$22.50 Striped Worsted Suits.

The above offerings are only a few samples of the many Great Bargains in our High Grade Suit Stock. Come and see the balance.

GREAT BARGAINS IN MEN'S, WOMEN'S AND CHILDREN'S FINE SHOES. In this great Sale are included all our famous PIGEON SPECIES, a class of shoes which for honest value have no equal. All the popular styles are here.

Clearance Prices are radical. Read these wonderful bargains: INFANTS' SHOES 25c. to 35c., were 50c. to \$1.00.

CHILDREN'S 65c. to \$1.25—WERE \$1 to \$1.75. GIRLS' SHOES 95c. to \$1.45, WERE \$1.50 to \$2.25. BOYS' SHOES 85c. to \$1.35, WERE \$1.50 to \$2.00. WOMEN'S SHOES, 95c. to \$2.45, WERE \$1.50 to \$3.50. MEN'S BOOTS, 95c. to \$3.45, WERE \$1.50 to \$5.50. SHOE ALL THE FAMILY HERE AND SAVE THE DIFFERENCE. WONDERFUL VALUES IN FINEST MADE-TO-MEASURE SUITS.

At regular prices you can save liberally in our special values on our fine suits-to-measure.

Our clearance prices are so decidedly low that to buy elsewhere would be real extravagance.

Don't pass these extraordinary bargains in fine suits-to-measure. All Fancy Worsted and Tweed Suits made to your measure, fit guaranteed, at following reduced prices:

\$18.50 SUITS TO MEASURE, NOW	\$15.00
20.00 SUITS TO MEASURE, NOW	\$16.00
\$21.50 SUITS TO MEASURE, NOW	\$17.00
\$22.50 SUITS TO MEASURE, NOW	\$18.00
\$23.50 SUITS TO MEASURE, NOW	\$19.00
\$25.00 SUITS TO MEASURE, NOW	\$20.00

Same reductions on all Overcoats and Raincoats to measure. 10 per cent. discount on all Black and Blue Suits to measure. ORDER NOW, AND SAVE \$5.00.

Store Closed All Day Tuesday, July 27th, to Enable Us to Mark Down All Prices For This Great Sale

IMPORTANT:

Free Car Tickets With All Sales of \$3.00 or More.  
Free Boat Tickets With All Sales of \$10.00 or More

## C. B. PIDGEON. Corner Main and Bridge Sts. NORTH END

### CROSSED THE CHANNEL IN AN AIRSHIP SUNDAY

Louis Bleriot, a Frenchman, First to Win the Coveted Honor—  
Aviator Given a Rousing Welcome—Outstripped Topeka  
Destroyer.

Dover, July 25.—This sleepy seaport town experienced the keenest thrill known in a generation when at sunrise this morning a white-winged bird-like machine with loudly humming motor swept out from the base overlooking the sea toward the distant French coast and, circling twice above the high chalky cliffs of Dover, alighted on English soil. A calm Frenchman, Louis Bleriot, a portly and red-mustached man of thirty-seven, descended from the saddle, limping on a bandaged foot, which had been hurt on his previous overland flight. Immediately two competitors, who had been waiting a big tri-color flag as a signal for the landing plane, fell upon him enthusiastically, embracing him, shouting and pounding him on the back. They, with a few soldiers and others who happened, by chance, to be on the scene were the only persons to witness the finish of a most remarkable feat.

Bleriot left Les Barques, three miles from Calais, about 4:30 a. m., on one of the smallest monoplanes ever used. He crossed the channel in a little less than half an hour, twice as swiftly as the fastest mail boat. His speed averaged more than forty-five miles an hour; sometimes it approximated sixty miles. He kept about 250 feet above the sea level and for ten minutes, while about mid-channel, was out of sight of both coasts and of the French torpedo destroyer which followed him with his wife and friends aboard.

The wind was blowing about twenty miles an hour, and the sea was choppy. The aviator was swathed in a single garment of drilling, impervious to the wind, which covered him from the top of his head to his feet, only his face showing. He wore also a cork life-belt. An eye-witness of the landing thus described: "Very early in the morning a wireless message was received from Calais that Bleriot intended to make the flight. Then in quick succession came the news that he had left land, that he was flying high and was fast making Dover. It was expected that he would land west of Dover, but from the direction taken it was soon evident that he would alight to the eastward. Only a few minutes after the wireless announcing the start, the laconic message, 'out of sight' was received at Dover. Hardly had this been transmitted when the keen-eyed coast guard, scanning the sea with his telescope, shouted that Bleriot was in sight.

"Hastening to the cliff east of the bay, I was fortunate enough to arrive just a moment before the airship, which was flying fast, like a gigantic hawk. The craft approached the cliff, growing larger and larger.

persons received the wireless warning of Bleriot's ascent.

M. Lafontaine, a friend of the aviator, arrived at the Low Warden Hotel from Calais at midnight. He declined a bedroom with the cryptic remark that he had an appointment with his injured leg. Bleriot, at 5 o'clock, the hotel people thought the mysterious stranger was joking.

M. Lafontaine came to the signal landing, the spot which the newspaper under whose auspices the flight was made, had chosen, on the high grounds back of the city, but M. Lafontaine selected a cup-shaped depression, called the Northfield meadow, two miles east of Dover, where the airship would be sheltered from the wind in setting. There he planted the French flag.

The French sailors on the ships in the harbor were the first to notice that Bleriot was approaching. They heard the buzzing of the motor two or three minutes before they could discern the aeroplane. Then, what looked like a big white butterfly glided over their heads as fast as a train of cars and with almost as much noise. It reached the cliff near the Dover Castle, swooped around twice in broad curves and disappeared. It was not long before half the population of Dover, dressing as they went, were rushing toward Northfield meadow. Photographers and cinematographers had missed the great event for which they had waited so long.

Among the first to arrive were two customs officers. Close upon their heels were several police and their services were needed to restrain the curious hunters, who immediately began to pull the machine to pieces for souvenirs. Many others, foreseeing that the monoplane would be treasured as a historic relic, were their autographs thereon. The city officials conceived a happy thought and, with Bleriot's consent, raised a tent about the machine and charged a handsome admission to view it. The profits from this will go to hospitals and the exhibition did a big business all day. Parts of the framework of the monoplane were splintered on landing. Everyone expressed surprise at its small size. It is no more than twelve feet across the wings and its weight is about 400 pounds, the motor being twenty-five horsepower. In the same machine Bleriot recently made a cross-country trip of twenty-five miles from Etampes to Orleans. The machine is fitted with an airtight sausage-shaped rubber bag so that it would float if it descended to the sea.

Bleriot said, however, that he had absolute control of the machine throughout and had no fear that the motor would fail. The only difficulty he experienced was the force of the wind, which hurt his face and eyes badly and the wind eddies which twisted his machine about while nearing the English coast.

Count Lambert came from Calais by boat to congratulate his rival. A telegram arrived from Hubert Latham, who a few days ago, failed in his attempt to cross the channel, saying: "I hope to follow you soon."

Bleriot early announced that if Latham crossed today he would share the prize with him, but the heavy wind and the rain that came up dashed the hopes of Latham's attempting to follow.

The American consul at Calais, James B. Milner, who came here with Count Lambert, said on his arrival that he had left Latham with his head on his monoplane, weeping.

M. Bleriot returned to Calais on the destroyer this afternoon, but will re-cross tomorrow for the official reception tendered by the Dover municipality. Afterwards he will go to London, where a great demonstration is being arranged in his honor.

Calais, July 25.—Louis Bleriot flew from France leaving behind a group of spectators filled with admiration at the man's daring and fear that he might fail in disaster. In spite of his injured leg, Bleriot stole a march on his rivals, Latham and Count Lambert. The former, deceived by the high winds of the day before, thought that a start would be impossible Sunday morning, while Count Lambert had gone to England to pick out a likely place to land. At a conference of the aviators last night, it was decided that the torpedo boats should be at the disposition of Latham and the destroyer at the disposition of Bleriot, should the men decide to start. It was midnight when the rivals separated, Latham going to Sangatte and Bleriot sleeping at Calais.

At 3 o'clock Bleriot, who was determined not to allow the slightest chance to escape, proceeded to the shed at Sangatte where the monoplane was pushed out. To the handful of people who had gathered there, the spectacle of this man, hobbling on crutches, dreaming of a flight to England had something awe-inspiring, even terrifying in it. Bleriot, the coolest of all, cast aside his crutches and took his place in the monoplane, or which he had already hoisted a red flag to guide rescuers in case he should fall. As he sat there smiling and ready to give the signal, he said:

"I can't wait, I will show the world that I can fly."

The monoplane arose easily and made two circles above the land. Peasants, roused by the whirring of the motors, appeared at their doors and cheered. Shortly Bleriot descended. His motor was running potter.

After this trial, Bleriot pulled down his cap and settled himself calmly in his seat, waving farewell, and at 4:36 the aeroplane arose and headed seaward. Fourteen minutes later, flying high above the water, it was lost in the mists overhanging the channel.

When word came from Dover that he had safely landed there, a mighty cheer went up, for a great crowd by that time had gathered here. The French Aero Club and the Parliamentary Aviation Commission telegraphed their congratulations, the latter adding 'hoanna, for the peace of the world.'

Bleriot is one of the oldest and most popular of aviators in France and was the recent winner of the Oestre prize of \$20,000 in conjunction with Gabriel Voisin, the aeroplane manufacturer, for their contributions to the progress of aviation. Only yesterday he was decorated with the Legion of Honor. He is a graduate of the celebrated Technical School of France. He is the inventor of a searchlight for automobiles and became interested in problems of aviation in 1900. He sold out his factory in Orleans and came to Paris. Since then he has devoted his time to aviation and made countless experiments, crippling his resources to a great extent.

M. Bleriot returned this evening from Dover aboard the torpedo boat destroyer. He was met by a cheering crowd and was escorted to his hotel, where many speeches of congratulation were made. M. Bleriot in response said: "All I can say is that I am radiantly happy at my success."

Mayor Bullock has been in communication with the minister of public works, Hon. Mr. Piquet, with regard to the erection of grain conveyors at berths Nos. 5 and 7, Carleton.

British schooner Melba, Captain Richards, arrived in port yesterday afternoon with a cargo of pitch pine lumber from Brunswick (Ga.).

On Thursday afternoon some thief or thieves entered the house of Herbert Smith, Middle street, Carleton, and stole three valuable rings, some silver and a pair of ladies' gloves. The family were at a picnic at the time.

Nova Scotia schooner Lord of Avon, Captain Verzet, arrived in port yesterday from Barbados with a cargo of molasses.

### TRIBESMEN HURLED BACK AT POINT OF BAYONET

Spain's Little War is Deadly in Its Character—The Moors  
Fight With Fanatical Courage—Spanish Colonel Shot  
and Avenged by His Soldiers.

Malilla, Morocco, July 24.—Heavy cannonading this afternoon indicated the opening of a new battle between the Spanish forces and the Moorish tribesmen. The outposts of the Moors have been strongly reinforced by tribes from the central Rif region.

Malaga, Spain, July 24.—The steamer Menorquin, with eighty wounded aboard, arrived here today from Malilla, where the hospitals are overcrowded.

Malaga, July 24.—The Spanish soldiers suffered from the intense heat during the battle, many of them being overcome by the sun. The Spanish troops are waiting reinforcements before assuming a general offensive movement.

Ceuta, Morocco, July 24.—Kabyle tribesmen are secretly destroying the roads. A general outbreak is feared.

Malilla, July 24.—Reinforced by troops from the coast and the interior, the army of the Moorish leaders was to cut off the Spanish troops' position at Alahou from Malilla. During the early part of the fighting the Moors were dislodged and retired slowly, but the Spanish fire ceasing, the Moors made a furious charge and surrounded the Spanish column, of whom many fell before the column was rescued by reinforcements hurried up by General Marina. The battle then became general, the Spaniards endeavoring to trap the Moors between two lines of fire. The tribesmen, however, were too wary and fought desperately. They retreated only when they were literally hurled back by the Spanish at the point of the bayonet.

At dusk, when there was a lull in the firing, Colonel Cabrer, while addressing words of cheer to his wearied men, fell dead from a bullet in the heart. With a cry of rage the Spanish forces swept out to avenge their chief, and a fierce and sanguinary fight with sabre and bayonet followed. The Spaniards then withdrew to their original base. Among those killed is Lieutenant Colonel Hancmann, a military expert. The wounded are arriving constantly at this place, the hospitals at Malilla being inadequate.

The local brigade of Infanti Don Carlos is being mobilized for service in Ceuta, where trouble is feared.

### THE BRITISH FIRMS WERE OUTCLASSED

Joseph Davis Arrested at the  
Instance of Walter H. Bell—  
Liquor Dealers Arranged.

Melbourne, July 24.—Official papers have been issued, explaining the acceptance by the Commonwealth Government of the tender of Pratt & Whitney, an American firm, for the erection of a small arm factory in Australia. They show that the British firms which made tenders were hopelessly outclassed with regard to both price and time. One English tender was \$300,000, as against \$340,000 bid by the Americans and required three years to build, as compared with the American firm's one year.

Mrs. Walter McLaughlin left on Saturday evening for Fredericton to spend a few days with relatives. This week she will return to Minneapolis. Mr. McLaughlin will accompany her home.

Battle line steamship Himera, Captain Bennett, arrived at Port Inglis last Wednesday from Baltimore.

Death came suddenly last evening to John Noonan, a respected citizen of this town, who was stricken with hemorrhage on his way home about 10 o'clock and expired a few minutes later at the residence of R. A. Lawlor. Mr. Noonan had been in feeble health for some months and collapsed suddenly on the street and had to be carried into the house. He leaves his wife and three small children. The funeral will be held Tuesday under the auspices of the C. M. B. A., of which deceased was a member.

Danish steamship Kentucky, Captain Andersen, arrived yesterday at this port from Boston to finish loading deals for Copenhagen. The steamer reports thick fog all the way from Boston.

**DR. CHASE'S OINTMENT**  
is a certain and successful remedy for every form of itching, swelling and sore throat, and is a most valuable remedy for all the above ailments. It is a most valuable remedy for all the above ailments. It is a most valuable remedy for all the above ailments.

**Every Woman**  
should have a supply of this wonderful  
MALE & FEMALE  
The new Yacht  
It is a most valuable remedy for all the above ailments. It is a most valuable remedy for all the above ailments. It is a most valuable remedy for all the above ailments.