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Sir Hilton's Sin.

BY OBOREE MANVILLE FENN,
Author of "Black Blood," "A Woman Worth Winning," "Master of Ceremonies," "The New Mistress," "The Meeting of Greeks," "Draw Swords," Etc.

(Continued)
CHAPTER XIX.
"White Time Was on the Wing."
"Here you got 'em, Sir Hilton," said Molly, going close up to his side.
"Round and round and round," said Sir Hilton, "and now zig-zag, zig-zag zig-zag."
He described the imaginary bees' flight with the point of his whip, and seemed not to have heard the words addressed to him.
But all of a sudden he caught sight of the bright colors of the girl's dress, and it took his attention as usual.
"Hullo!" he cried. "What color—what color's this? Why, it's—what's the matter with my eyes? It's a pretty girl, isn't it? It's Syd's little fiancée."
"Yes, Sir Hilton," said the girl, smiling.
"Yes, uncle."
"Quit right, my dear. I'm Syd's uncle. My mouth's horribly dry, my dear, but don't ask me to drink, because I'm going to ride the cup, and it might attract the bees. But they're gone now, I say. I don't wonder at Syd. There, it's nature. I suppose boys will be boys, and you're the beautiful La Sylphide so full of go. La Sylphide—yes, La Sylphide," he replied, excitedly, and he gave a sudden lurch.
"Oh, mind, Sir Hilton," cried the girl, catching at it and supporting him. "He isn't fit to ride. I'll fetch father."
She made an effort to get free, but Sir Hilton clung to her tightly, to rebalance himself in the chair, the name of the mare, the bright colour, and his attitude now combining to switch his mind off from the buzzing bees to the race, which now became dominant in his brain.
"Who! Hold up, little one," he cried. "Want to break your knees?"
"Of course I do," said Sir Hilton, "cried the girl indignantly. "You shouldn't talk like that."
"Those girls don't seem quite tight enough, my beauty," muttered Sir Hilton. "Never mind; I can keep my balance. Give you more room to breathe. Who! How she pulls! Steady, come, don't show your temper with me."
"Of course not, Sir Hilton. Oh! I do wish Syd would come!"
She made an effort to free herself, but as she did so Sir Hilton reached at the little figure gliding through his hands, but only caught a couple of long ribbon streamers depending from the back of a flowing robe.
"Oh, my luck—your—my!" cried the girl, half in tears, and she tried to drag herself away, but not vigorously, for fear of alarming the dignified vicar to which the ribbons were attached.
"Father! Father!" cried the girl, faintly; but the trainer did not stir, and the maid who looked on only glanced at another as if saying, "It isn't my place."
All passed very rapidly, as Sir Hilton, in imagination, rode away, talking rapidly to the whip.
"Steady, my beauty—steady—that's good—bravo, starter—capital line—now then drag down—no false start—that black coat Jim Crow—yes, I'll make him jump to another time. Now then, once more—good—bag down—now—go—well over—bravo, my darling!" he cried, making play with the ribbons, just as Lady Lisle returned, consequent upon, as the police say, "information received," and stopped short, literally stunned, at the picture before her, while Molly caught sight of her and tried to get away, but in vain.
"Steady, darling, steady!" cried Sir Hilton who felt the tugging at the reins.
"Don't get in a flurry. We shall win in ten minutes. Bravo! Easy—easy, beauty! Don't tug like that—I don't want to hurt your dear tender mouth. That's better. We're going now like the—bravo—that's the way!"
"Oh! Sir Hilton; can't you see? Please, mam—my lady, it ain't my fault."
"That's right," shouted Sir Hilton, through his teeth. "Good—good—splendid—now then—we're nearly level—that's it—level—half a length ahead—now then it's clear—bravo, little one! There, I've

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Daily Fashion Hint for Times Readers.



LITTLE SISTER'S ROUGH RIDER OUTING HAT

Very smart, though exceedingly practical and serviceable, are the children's wash hats of linen, pique or crash. For boys these hats have narrow rolling brims, but those for girls have wide stiffened and stitched brims which drop down over the face, turn up around the crown or are tacked up against the crown as in the picture shown in the rough rider fashion. This hat is made of white pique and banded with white wash ribbon, the brim turned up a little to the left front and tacked to the crown with a rosette of ribbon. Hats of this type are worn with little tails or Russian blouse dresses of linen, pique or gingham, or dainty figured lawn and muslin. This little dress is made of a pink rosette patterned sheer white lawn, the skirt short and the waist long in the French style, the full body gathered to a yoke cut out round at the neck, and the sleeves are tiny puffs banded with the material and reaching but half way to the elbow.

LORD STRATHCONA TO VISIT CANADA

The All-Red Project--Hopes That the New Scheme Will Go Through.

Montréal, July 22.—The Star's London correspondent cables:
Lord Strathcona had arranged to leave Liverpool on Wednesday next for New York and Canada. He finds, however, that he cannot leave before Saturday. He will not discuss the object of the visit, but the facts of the tragedy can be but guessed at. It is not improbably connected with the crowning achievement of his career. Many contradictory statements are still current, and though it is obvious a stiff fight is in progress in ministerial circles, I am assured, on the highest authority by those who are most interested in the project, that everything is progressing satisfactorily. The ministers' decision may not be given until after parliament rises.
The three members of the ministry who are believed to be throwing cold water on the project are John Burns, Walter Runciman and Lewis Harcourt. They contend the route is subject to fog, icebergs and dangers of that sort, making a twenty-five day service impossible. They are also using the fact that they themselves have seen wrecks in the St. Lawrence, oblivious of the fact that the service is to be from Halifax, not Quebec or Montreal. Friends of the project suggest that Halifax would do well to send to London the fullest details to combat the fog and iceberg objections.
It is surmised that the one special objection of Lord Strathcona's visit will be to the attitude of the Canadian Pacific company, who seem to fear the proposed independent syndicate for the Atlantic service, with Lord Strathcona and Mr. Sifton at its head, may tend to rob their new Empire liners and the Allan transients of the cream of Canadian traffic.
Lord Strathcona today received a deputation of Indians from the Grinwood reserve, Manitoba, who desired to lay a grievance before the king. They had, however, no sanction from the Indian department, without which the king's visit will not see them. They came on their own account and entirely without means and will have to be cared for by the high commissioner, who has already done so for the Indians at Victoria. It is doubtful if the spectacle is calculated to do Canada good from the immigration point of view, as Indians in way paint suggest scalp to the untortured Englishman.

MOTOR CAR TEST SAT FACTORY

Moncton, N. B., July 22.—The first I. C. R. motor car was given a test this afternoon by Locomotive Foreman Fred H. Moore. The run was made to Shediac and return, and those in charge say the test was satisfactory, with the exception of the springs not working just right. At the springs a stop had to be made to Humphrey's a stop had to be made to fix the spring gear, but from that to Shediac and return the car is said to have run without a hitch. The return to Moncton was made in fifty-five minutes.
The car is lighted by gasoline vapor. It will seat fifty-two people, and run on day with four men—driver, fireman, conductor and brakeman. Three men, at least, it is said, will be required to run the car. Another car is expected to be ready in a short time. One motor built in Austria is expected here soon, and two more are about completed in the I. C. R. shops. Rhodes, Curry & Co., who are building the cars, are expected to have another ready in a short time.
Battle liner Mattines, Captain Wright, sailed from Guantanamo for Philadelphia last Thursday.

WORST MARINE DISASTER IN HISTORY OF CALIFORNIA COAST

Passenger Steamer Rammed by Another Vessel in Dense Fog--Many of the Passengers and Crew Were Asleep in Their Berths When the Crash Came--Over 100 Lives Lost.

Eureka, Cal., July 22.—Of the 199 persons on the steamer Columbia which was run into and sunk early Sunday morning by the lumber laden schooner San Pedro, 144 were brought here today by the steamer Elder, of these 107 were passengers and 37 members of the crew of the Columbia.
In addition to these four life boats are reported to have been picked up, one containing 13 people, one 18 and one 15. The number on the fourth boat is not given. San Francisco, Cal., July 22.—In one of the worst marine disasters in the history of the California coast, between 100 and 150 lives were lost, as far as has been learned by a midnight collision between the steamer Columbia and the steam lumber schooner San Pedro in Shelter Cove, Humboldt County line, between 12 and 1 o'clock yesterday morning. Only meagre details of the tragedy have been received, though every effort has been made to get the facts. Scores of telegrams from Eureka, the nearest point of importance remain unanswered. The few details known here were brought by the steamer Roanoke and the steam schooner Daisy Mitchell, which arrived in San Francisco this morning.
The Columbia, a three hundred foot steel vessel of the San Francisco and Portland S. S. Company, which bound from San Francisco to Portland, Oregon, with 180 passengers and a crew of 80, collided with and was rammed by the San Pedro, a 170 foot wooden steamer, southbound for this city. The sea was smooth but the weather was foggy. The San Pedro, looming up the mist, a few ship lengths away, bore down on the Columbia at high speed despite frantic efforts to clear. With a grinding crash the San Pedro sank her stem fully ten feet into the Columbia's port bow.
Nearly all of the Columbia's passengers and many of her crew were asleep in their cabins and bunks when the crash came. As the San Pedro backed away the sea poured in through the ragged hole in the hull and the water came in below the waterline and in five minutes the Columbia sank to the bottom, the deep waters of Shelter Cove covering the tops of the Columbia's masts.
The story of this five minutes is yet to be told and as it is told by some survivors of his pockets addressed to — Butler, Portland. The initials I have forgotten. The cars and boat hook of the other craft were picked up, but the life raft itself, which was in good order apparently and had on deck a keg filled with water, was turned adrift.

"We noticed afterwards that a white hulled schooner picked up the lifeboat and the raft."
"Everything about the scene of the disaster and the condition of the San Pedro indicated that the San Pedro had struck the Columbia squarely amidships, and the San Pedro's stem had suffered no damage, while the sea was littered with the wreckage of the lower cabins of the foundered steamer."
"No effort was made to transfer any of the survivors of the disaster from the decks of the Elder to the Roanoke. Perhaps this was due to the fact that the wind was blowing strongly and a heavy sea running at the time."
"The Roanoke had a full list of passengers and the dreadful experience witnessed off Shelter Cove unstrung the nerves of all of us, many remaining on deck all last night and everybody deserting their cabins as soon as the vessel entered the fog belt and began sounding the fog signals."
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Take Hall's Family Pills for constipation.

NEW CARS FOR CENTRAL RAILWAY

Senator King arrived in the city from Chipman Monday and is at the Royal. Speaking of conditions on the N. B. Coal & Railway Company's road, the senator said ten new cars had been purchased in upper Canada and were expected to arrive any day. The road, however, was greatly handicapped for want of increased freight facilities, and could use fifty cars if they could be obtained. Several times recently business had been tied up, but there were no cars to be had. The senator added that the I. C. R., apart from not being able to give any assistance, were causing delay and inconvenience by keeping the road's own cars fifteen days on an average.
Asked if the G. T. P. commission had taken any steps to award the contract for the eight miles near Chipman, the senator said nothing had yet been done. He understood that the contract for the eight miles near Chipman would be pushed along rapidly and inquiries for railway ties were now being made.
It is not unlikely that Senator King will leave for Montreal today or on Wednesday.
Marcellin Poirier is appointed shipping master, and William Phalen portwarden of Glouce Bay (N. S.).

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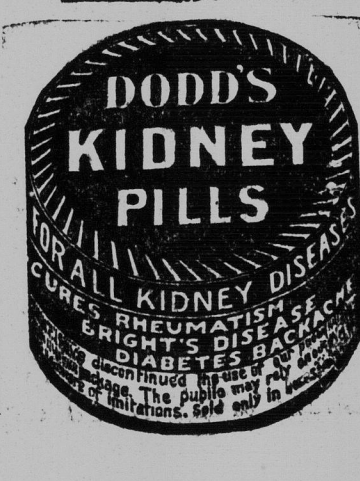
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