

The Royalty DerbyFor Men Who Know Embodies Fit, Style
and Workmanship.**Price \$2.50****F. S. THOMAS**
Fashionable Hatter 539 Main Street

Open Evenings.

St. John, N. B., Aug. 5, 1908.

Great Display Of Our New Fall Pants

PRICES:

**\$1.00, \$1.25, \$1.50, \$1.75, \$2.00
\$2.25, \$2.50, \$3.00, \$3.50,
\$4.00, \$4.50, \$5.00.****At The Cash Clothing Store
C. MAGNUSSON & CO.,
73 Dock St., St. John, N.B.****Blue Ribbon Tea**This coupon cut out and mailed to The Blue Ribbon Tea Co., P. O. Box 2554,
Montreal, entitles the holder to a free package of our Blue Ribbon Tea. Fill in
blank space whether you wish Black, Mixed or Green Tea.

To MRS.

ST.

TOWN.

**THE FAILURES IN
JULY INCREASED****Lumber Firm Furnished Heaviest
Insolvency for Month, Amount
Being \$119,000.**

Insolvencies in the Dominion of Canada, according to R. G. Dun & Co., were 134 in number, with liabilities of \$1,218,132. This compares with 89 failures for \$418,138 in the corresponding month last year, and 84 failures for \$205,621 in July, 1906. These figures indicate that the number of failures is apparently lower in Canada than in the United States, especially in the trading division.

INSOLVENCY AMOUNTS HEAVIER.

Manufacturing failures in Canada in July were 35 in number, with liabilities of \$481,180, against exactly the same number last year when liabilities were \$207,750, and in 1906, there were only 17 failures for \$69,703.

Trading failures this year numbered 94 and involved \$717,732, whereas in 1907 there were only 54 failures, with a total indebtedness of \$210,379, making the increase about \$500,000. In July, 1906, there were only 46 trading failures for \$235,918. In addition to the manufacturing and trading failures there were five other commercial suspensions for \$19,220, where as no failures occurred in this class last year.

WAS BIG LUMBER FAILURE.

The largest commercial failure in July in the Dominion of Canada was in the lumber industry, involving \$119,000. Complete returns of the suspended bank at St. Hyacinthe were received during July, showing liabilities of \$1,576,443, but this failure actually occurred during the last week of June.

Madame Melba has sent to the London Hospital a cheque for £2,000 being the proceeds of the matinee at Covent Garden which she organized on behalf of that institution.

DEATHS**WILLIS**—In this city on Wednesday, the 5th inst., in the 53rd year of her age, Rachael, wife of Wm. S. Willis. Funeral from her late residence, Seely street, on Saturday the 8th inst., at 2:30 p.m.**BUERHAUS**—Suddenly, on August 8th, at his father's residence, 68 Elliot Row, Charles Frederick, son of G. F. H. Buerhaus, in his sixth year. Notice of funeral later.**MILK**

the best that can be produced. Also Cream, Butter and Ice Cream, to be obtained at

The Maritime Dairy Co., Ltd.152, Main Street. Phone 1756.
Branch Stores: 150, Union Street, Phone 2149; and Haymarket Square.**EDUCATIONAL**

If your Daughter is going away to school write for Calendar of

Ottawa Ladies' College(OTTAWA, ONT.)
One of the best equipped colleges in the country. Complete courses—Academic, Art, Education, Stenography, Domestic Science, etc. MUSIC (Canadian Conservatory). Prepares for the University, Leaving Examinations, Civil Service. Finishing courses arranged for. For Calendar, address the Lady Principal or

REV. W. D. ARMSTRONG, M.A., D.D., PRESIDENT.

School of MiningA COLLEGE OF APPLIED SCIENCE,
Affiliated to Queen's University,
KINGSTON, ONT.

For Calendar of the School and further information, apply to the Secretary, School of Mining, Kingston, Ontario.

**NEW USE FOR
GAS ENGINES****Prediction Made That Steam-
ships Will Use Them For
Motive Power.**

The prediction has been made by Robert H. Fernald, mechanical engineer, who has for several years been connected with the fuel investigations of the United States Geological Survey, that the war vessel of the future will be a swift, smokeless, noiseless craft, lying low in the water, with every vulnerable part below the water line, the entire deck being given over to the work of the guns. There will be no smoke because there will be no smoke stacks.

Mr. Fernald believes that the gas engine, or internal combustion motor as it is called by engineers, will be installed in naval vessels of the United States within the next few years.

"I expect to see the United States ahead of every other nation in this innovation," said Mr. Fernald. "The gas engine, in my opinion, is feasible on any vessel because of its economy over the steam engine, but it is especially desirable on the fighting ship for the reason that it makes no smoke. The gas is generated in a producer which has no chimney and needs none. The coal is turned directly into gas, which goes straight to the engine."

There are also many other reasons in favor of its use. The vessel would have a free deck for the play of its big guns. There would be no towering stacks to puncture or destroy, thus, perhaps, crippling the boat. Then it would be unnecessary to carry as much coal, for the same power can be developed with one-third less than the steam engine uses.

The gas producer and the gas engine would take up less room and weigh less than the same power Scotch boiler and steam engine. If it were necessary it would be possible to carry more coal, which would give the vessel a radius of travel far greater than at present.

"Of course, I do not expect to see the gas engine confined to the use of the navy. The fact that it shows such economies will compel its installation in all sorts of vessels. One of the big items of expense to a modern ocean liner is its coal bill."

"By the use of the gas engine this could be greatly reduced."

One of the big steamship companies of the Great Lakes is about to take the initiative in this movement. Plans have been made for a freighter that will use a 2,000-horsepower gas engine. This company is not making the experiment because of the smoke from the stacks of its vessels, but in order to demonstrate the economy of the gas engine over the steam engine.

The Government, through the United States Geological Survey, has been experimenting with the gas producer and gas engine for several years and has demonstrated that this type of engine in a stationary plant is capable of generating from twice to three times as much power from a given amount of coal as the steam engine. It has also shown that the gas engine can develop more power from a low grade coal, such as the lignite of North Dakota, than the steam engine can with the same weight of the best bituminous coal. The purpose of the Government has not been to develop the gas engine, but to increase the efficiency in the utilization of the coal supply of the country, which is now being used at an enormous rate.

The tests in the gas producer at the Government plant have shown that many fuels of such low grade as to be practically valueless for steam furnace purposes, including slack coal, bone coal and lignite, may be economically converted into producer gas and may thus generate sufficient gas power to render them of high commercial value. In this way it

nite beds underlying from 20,000,000 to 30,000,000 acres of public lands, heretofore supposed to have little or no commercial value, are shown to have a large value for power development. This is of importance to the West and makes possible a great industrial development there.

MASCULINE MODES

The new things of the month are three in number. First of all, collars have been slightly changed. Trousers are responsible for two other changes, which are that trousers are being made with the ends permanently turned up and are also being cut wider.

The collar that has changed is the double collar and the change has hardly yet reached the furnishing stores. It is the man of fashion who has all his clothes, including collars, made for him by a tailor who is introducing the change. But all such things spread quickly and the newest things in collars will hardly be exclusive to the very smart man for long.

It is rather a low double collar. Instead of the corners being square they are rounded off and thus, although the tops of the collar meet closely together as of yore, there is ample space below for the knot of the tie. The collar really resembles the old-fashioned turn-over collar of our grandfathers. It has the merit of being very comfortable, particularly in hot weather. The collar is worn with nearly every kind of suit except a dress suit.

The tie worn with the collar should be pushed up close to the stud. The tie should be of very soft silk and it should have wide ends. It is not usual to wear a pin with such a tie, but if you do, the pin should be one of those small gold safety pins rather than any other kind. A pin with a head or design on it would be hidden in the folds of a soft silk tie.

Now, then, for the fashion in trousers. All the small tailors are beginning to cut much wider than at the beginning of the season. If the new fashion catches on and develops it will mean that the "sack" trousers will be in style again. A good many men believe this would be a pity because trousers that are not well shaped tapering from the knee downwards have not the effect of extra smartness. The loose trousers in a way is a good thing for the tailor, because it means a lot of creasing. Such trousers are always well creased long badly on any man.

The last innovation of the fashionable man, the turned-up trouser, began to gain popularity last year and now it has suddenly become the vogue and all tailors are adopting it. The trousers are cut extra long and then the ends turned up from an inch to three inches depending on the taste of the customer and the material. Flannel or very light goods should have a deep turn. The edges are carefully finished and the ends made permanently turned up by being sewn together.

There are good reasons for the new style. If you turn up the ends of an ordinary pair of trousers the result is never very satisfactory. The parts turned up generally sag away from the legs and look untidy. You may make a neat job of them one minute but the next they will be quite wrong.

Then again, the tailor-made turn cannot gather dirt and dust. Turn up an ordinary pair and in one afternoon you will gather a remarkable quantity of dirt and dust in the folds. This, if not carefully brushed out every day, will be a deep stain. The edges are carefully finished and the ends made permanently turned up by being sewn together.

It is used to be considered very bad form for a man to go about indoors with trousers turned up, but now that the permanently turned-up style is the fashion the practice has been condoned.

ITEMS OF INTEREST

The beauty of Ungar's Laundry Work is not all on the outside. It goes right through. Tel. 58.

It is good to see everybody busy. I am busy, but have time enough to repair that piece of furniture you spoke about. That is what keeps me busy. Sinclair, 77 Princess.

Auto service to Fernhill cemetery will be inaugurated tomorrow; first trip will leave King Square at 1 p. m., and last trip from cemetery at 5:30 p. m.; fare 10 cents.

Today will be the final clean-up of the greatest clearance sale in the history of our business. Never before have we disposed of such a tremendous lot of stock in such a short time. To make a clean sweep of all odd lots and small lines, we have made extra reductions on all previous clearance prices. It will pay you to visit Pidgeon's, corner Main & Bridge streets, today. 8-11

The ship Avon, commanded by Captain Daniel Rafuse, formerly of the bark Hilda, arrived at New York from London on Friday with a cargo of coal. After discharging she will go to Boston to load lumber for Buenos Ayres. Captain Rafuse will assume permanent command of the Avon.

DE-WAY**NOW IN ST. JOHN
At 25 Carleton St.
READINGS also for \$1.00****The most noted PALMIST of the
World.****Makes a Remarkable Statement
YOUR GREATEST WISH****Can be realized. You would not desire a thing if you were not capable of attaining it.****I KNOW HOW**

to control and use that power for your success and mine. If you are not able to get ahead, consult me. I will put you on the right road. If you wish to be reunited to someone from whom some trouble or misunderstanding separates you, I will help you gain the desire of your heart.

**I Point The Way That
Leads to**

success in health, business, love, courtship, marriage, changes, journeys, or any thing you may be in trouble or doubt about. I will tell you what you call for and any thing you desire to know. I will tell you the name of the one you should marry and the date of marriage. I will tell you how to win the affection of the man or woman you love. I take no money in advance for consultation and refuse to accept any unless you are perfectly satisfied.

Hours—10 a.m. to 8 p.m.
Tel. 1822-12.
Readings up to \$10.00**DE-WAY****"CALL ME BILL,"
SAYS MR. TAFT****Lost His Pet Fame When Student Chorus Shouted "Oh, Willie!" Explains Nominee.**

Father calls me William, Sister calls me Will, Mother calls me Willie, But the fellows call me Bill. —Eugene Field.

Hot Springs, Va., Aug. 7.—"Just call me Mr. Taft and if you drop into colloquialism call me Bill." This was Mr. Taft's laughing reply when talking to newspaper men, who severely addressed him as "Mr. Secretary," "Governor," "Judge," and "Mr. Taft."

"I first got the name Bill at Yale," continued Mr. Taft, replying to a question. "Before I went there I had been 'Willie' in my home and among my Cincinnati boyhood friends. But when I got through school I was called 'Will' at home."

My younger brother Harry, however, never called me Willie after a happening one day at college. We roomed together on the top floor of Farmham Hall; our room was just over the middle entrance. Harry was a freshman, I a junior. He had gone out and forgotten to take with him a book he wanted. He came back to the entrance and looking up on the outside, yelled, 'O, Willie!' Well, in a second there was a head out of every one of the four hundred windows, and it seemed as though every one yelled at once. At any rate, there was one long chorus of 'O, Willie!' That cured Harry. He has called me 'Bill' ever since.

"How about the four hundred students?" "Oh, they called me 'Bill' just the same. You see, I weighed two hundred then."

No fewer than a million and a quarter people visited London's parks on Whit Monday, and 2,132 games of lawn tennis, 201 of cricket, 447 of bowls, 38 of croquet, and 136 of quoits were played.

AGAIN IN THE FRONT**THE NICKEL ON MONDAY
FOR THE FIRST TIME
QUEBEC TERCENTENARY**

PICTORIAL RECORD OF GREAT EVENT

SYNOPSIS OF PICTURE

Landing of the Prince of Wales welcomed by Sir Wilfred Laurier. Good view of Lord Roberts, Prince decorating monument. Receiving National Guests, Vice-President Fairbanks, Foreign Plenipotentiaries.

Great Historical Pageant, Old Quebec of the 15th Century, The Prince at the Review, Great Canadian Army Inspected, St. John Soldiers in line, Scenes of the great crowds, The various Men-Of-War.

A Picture no Canadian Should miss**"Humanov" Company's New Bill****"THE GENTLEMEN BURGLAR"**Thrilling and Pathetic "Raffles," Drama
10 PERFORMANCES DAILYMiss Emma Felix returns (direct from 14th
St. Theatre, N.Y.)
JACK GURNEY and ORCHESTRA**SHIPPING**MINIATURE ALMANAC.
1908. Sun. Tide.
August. Rises. Sets. High. Low.
7 Fri. . . . 5.22 7.37 6.46 0.25
8 Sat. . . . 5.23 7.36 7.49 1.57
The time used is Atlantic Standard.**VESSLS BOUND TO ST. JOHN.**Steamers.
Mimac, sld Manchester via West Bay, Aug. 6.
St. John City, sld London, July 30.
Dahome, sld Bermuda Aug. 6.
Ship.
Merioneth, chartered.Bark.
C. B. Whidden, sld Mobile, Aug. 4.**ARRIVED TO-DAY.**

Coastwise.—Schr. Try Again, 16, Ingersoll, North Head.

ARRIVED YESTERDAY.Stmr Manchester Trader, 2,136, Stott, from Manchester, Wm Thomson & Co, general cargo.
Schr. Theresa Wolf (Am.), 244, Smith, from Annapolis, N. S., Steison, Cutler & Co, ballast, in for repairs.**CLEARED TO-DAY.**

Stmr. Phantom, 27, Pushee, Eastport, master, ballast.

Stmr. Calvin Austin, 2,853, Pike, Boston, to call at 7 p. m.

SAILED YESTERDAY.

Stmr. Auguste (Aust.), 1,716, Connelley, for Brow Head for orders, John E. Moore & Co, 2,763,535 ft spruce deal, etc.

DOMINION PORTS.Montreal, Aug. 6.—Arrd. stmr. Marina, Taylor, Glasgow; Sardinal, Henry, London and Havre.
Sid. stmr. Parthenia, Stitt, Glasgow.
Quebec, August 6.—Arrd. stmr. Crown of Aragon, Trinidad; Dominion, Sydney; Victorian, Liverpool.
Sid. stmr. Parthenia, Glasgow.
Halifax, Aug. 6.—Arrd. bkts Lady Smith, New York; schr. Iona, do; yacht Cone, Boston.
Sid.—Stmr. A. W. Perry, Broston; Ulunda, London.
Cld.—Schr. Ravola, New Haven.
Chatham, Aug. 4.—Cld. stmr. St. Andrews, Nansen, Londonderry.
Hillsboro, Aug. 5.—Cld. stmr. Nanna, Naro, Newark.**BRITISH PORTS.**Queensdown, Aug. 7.—Arrd. Stmr. Campana, New York.
New York, Aug. 5.—Arrd. stmr. Glensheen, Gillings, Montreal via Sydney, C. B. Sid. stmr. Turcoman, Jones, Montreal.**FOREIGN PORTS.**Portland, Me., Aug. 6.—Arrd. schrs. Geo. W. Wells, Philadelphia; Cymbeline, Tusket, N. S.
New York, Aug. 7.—Schr. Methuebe, Bridgewater, N. S.; Futura, Pensacola; Geo. E. Dudley, Charleston; Earl Gray, Eastonville, N. S.; Helen S. Benedict, New Haven. Philadelphia, Aug. 6.—Cld. schr. Albert D. Mills, for Sydney, N. S. R. S. Spear, Calais.**NOTICE TO MARINERS.**

Plum Island Spit North Part buoy, A 3, a spar, Newburyport Harbor entrance, is reported broken off, and will be replaced as soon as practicable.

LIST OF VESSELS IN PORT.

Steamers.

Indran, 2,339, R. Reford, St. John, Mackay.

Schooners.

Arthur J. Lord, 183, N. Y. A. W. Adams, C. J. Colwell, 88, N. C. Scott, Calabaria, 651, J. Spahn & Co, E. C. Gates, 102, Sound, C. M. Kerrison, G. H. Perry, 29, C. M. Kerrison, Harold B. Cousins, 369, P. McIntyre, Hunter, 187, N. Y. D. J. Purdy, H. M. Stanley, 87, Rockport, J. W. McAlary, Jessie Leona, 279, R. C. Elkin, Lady of Avon, 249, dis, R. C. Elkin, Lucia Porter, 44, P. McIntyre, Melba, 288, dis, R. C. Elkin, Manuel R. Cusa, 258, N. Y. P. McIntyre, Manna, 284, P. McIntyre, Manchester Trader, 2,136, Wm. Thomson, Priscilla, 101, A. W. Adams, Sable E. Landon, 199, D. J. Purdy, Theresa Wolf, 244, Master W. W. & W. L. Tuck, 386, dis, A. W. Adams, Witch Hazel, 235, Steison, Cutler & Co.

MARINE NOTES

West India steamer Dahome is due here today from Bermuda, Windward Islands and Demerara, with passenger and general cargo.

Austrian steamship Augusta, Capt. Consul, sailed last night for Brow Head for orders, with 2,763,535 feet spruce deal, etc; shipped by John E. Moore & Co.

Schr. Greenwood, Capt. Alfred Cossaboom, which sold her fare of 50,000 lbs. mixed fish in St. John, arrived here Friday and is at present in the Racquette.—Digby Courier.

Yarmouth Times: The dredge Canada nearly came to grief at Markland on Saturday last. One of her moorings became entangled in her propeller and she came within an ace of going on the rocks.

The new bay steamer Chignecto, owned by the Puzosley Lumber Co., of Nova Scotia, cleared yesterday afternoon for Advocate, after receiving a thorough overhauling of her machinery at this port. The new steamer will be used in towing.

The American schooner Theresa Wolf, Capt. Smith, before reported aground in the Annapolis River, arrived at this port yesterday afternoon from Annapolis for repairs.

**See
This
Space
To-morrow****WILCOX BROS.,**

54-60 Dock Street, 1-5 Market Square

**Native Beans, Green Peas
New Potatoes**

Cauliflower, Spinachs, New Carrots, Turnips, Beets, Cucumber, Tomatoes, Celery, Lettuce, Radish, Parsley Mint.

J. E. QUINN, CITY MARKET.
Phone 656.**What a
Woman Gets**
when she buys a pair of
"Royal Purple" Shoes.
Comfort.—"Royal Purple" Shoes are made on a variety of lasts, modelled after real women's feet of various shapes. Select the right shape and you get a glove fit and footcase.**Wear.**—The pick of the enormous quantities of leather we buy goes into "Royal Purple" Shoes, and you get splendid wear out of them.**Style.**—The trim, shapely lines that delight the feminine soul make this shoe worthy of its name.

For these qualities you pay—not \$6.00—but \$3.50.

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ST. JOHN, N.B.****One Dollar
A YEAR****The Evening Times**Three hundred and twelve issues DELIVERED
BY MAIL to subscribers outside of St. John,
Fairville and Milford for**One Dollar**DON'T BE WITHOUT ST. JOHN'S
ENTERPRIZING EVENING PAPERWrite your name and post office address below
and mail this ad., together with a ONE DOLLAR
BILL, and THE TIMES will be started at once.

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The Evening Times, St. John, N.B.**Your Advt. Here**

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