Trimmings For The New Costume

On appropriate trimmings, depends to a great extent, the general effect and beauty of the costume.

We have carefully selected our stock of Fall Braids, Appliques, Bands, Garnitures, etc., selected them to perfectly harmonise with all the varied designs shown in the new dress goods.

Let us help you to select the proper garniture for the new dress or costume, it is very important and we have just what you need.

GARNITURES
Jet or Jet and Gold Garnitures for dress fronts in various handsome designs.

APPLIQUES
Silk Applique Trimming in every desired width. A wide range of designs in every new plain or combination color effect.

BANDINGS
Every wanted width is displayed in fancy Silk Bandings, with color effects to match all dress materials.

FROGS
Black Silk Frogs in various styles.

BUTTON AND LOOPS
This popular Trimming is shown in all new season's shades.

JET TRIMMINGS
Jet Appliques, Bandings, Edgings or Insertions in every conceivable width and style.

BUTTONS
Jet Buttons, Silk Buttons or fancy Buttons in all desired styles and sizes.

Soutache, Mohair or Military Braids in every popular width and color.

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The Better Hat

you buy the more wear and satisfaction you'll get from it, and if you want the **best hat $5.00** will procure get a

Knox



They have **style** and **quality** that pleases the most particular.

We are showing the **Fall Derby,** which is shown in the cut above.

We are sole agents in this city for this well-known hat.

Other good lines of Hats **$2.00** to **$4.00**

D. Magee's Sons, 63 King St.

A SHAKESPEARE THEATRE

London, Oct. 28—The Shakespeare memorial committee have resolved to raise $2,500,000 forthwith for a national theatre, intending that it shall be completed on the tercentenary of Shakespeare's death in 1916. The committee has issued an appeal for subscriptions.

BAR LIQUOR FROM CANTEEN

Melbourne, Oct., 29—The Defence Bill has passed the committee stage in the house of representatives with a new clause prohibiting the use of intoxicants in naval and military canteens.

DON'T WANT WELLAND CANAL

Montreal, Oct. 29—That they could not support the proposed application of the Great Lakes and St. Lawrence Navigation and Improvement Company for the construction of a new Welland Canal was the decision arrived at by the management committee of the Montreal Corn Exchange Association at a meeting here. The request of the Great Lakes and St. Lawrence Association for support was very fully discussed, and it was decided that such a course would be incompatible with their support of the Georgian Bay Canal scheme.

DIVORCE IN ENGLAND

London, Oct. 28—The king has appointed a royal commission to inquire into the condition of the divorce laws, especially as they affect the poorer classes. The appointment arises out of the agitation to facilitate divorce, which hitherto, owing to the heavy legal expenses, virtually has been the privilege of only the well-to-do.

LEG BROKEN FIVE TIMES

Newcastle, Oct. 28—Arthur Lewis, a Newtonville man, has had the same leg fractured five times in five years. The fifth fracture occurred when he was thrown from a cart while training a colt.

Style Show of Winter Clothing



5 KING STREET WINDOW DISPLAYS 5

Grand Exhibit of Warm and Fashionable Apparel for Man and Boy—Featuring all the New Models in Neatest Novelty Tailoring Effects.

AT WINTER'S DAWN this immense preparation for the Clothing welfare of Man and Boy will be particularly interesting, inasmuch as the ensemble includes every new and nobby effect in the realm of sartorial art. Come and view the window demonstrations. Every window on King street will be truly representative of the very choicest styles of the winter season—the largest and most striking assemblage of dressy attire you have ever examined.

Men's Suits,	$ 6.50 to $ 26.00	Boys' Fancy Overcoats,	$3.50 to $ 8.50
Men's Overcoats,	7.50 to 30.00	Boys' Regular Overcoats,	4.00 to 13.50
Men's Fancy Vests,	2.75 to 6.00	Boys' Reefers,	2.75 to 8.00
Men's Rain Coats,	7.50 to 28.00	Boys' Two-Piece Suits,	2.50 to 10.00
Men's Waterproof Coats,	5.00 to 18.50	Boys' Three-Piece Suits,	4.00 to 12.00
Men's Fur-Lined Coats,	47.50 to 100.00	Boys' Fancy Suits,	2.75 to 6.50
Men's Fur Coats,	15.00 to 115.00	Boys' Sailor Suits,	2.25 to 7.50
Men's Bath Robes,	3.75 to 8.50	Boys' Pants,	.65 up
Men's Dressing Gowns,	6.50 to 20.00	Children's Bo-Peep Bath Robes,	3.50
Men's Smoking Jackets,	3.50 to 15.00	Toques, Sashes and Mitts, all prices.	

THE LARGEST STOCK OF MEN'S AND BOYS' FURNISHINGS IN EASTERN CANADA

Manchester Robertson Allison, Ltd

NECESSARY TO IMPROVE HOUSING CONDITIONS IN ST. JOHN

Associated Charities Meeting—Appointment of City Inspector Recommended — Eleven Hundred Houses Without Sewerage Connection

Seaman John McKenzie, who was on deck at the time the steamer struck, appears to be in a better position to tell just what happened than any of the others. None of the survivors were connected in any way with the navigating of the ship so that it can only be conjecture as to what the steamer was doing away in there, several miles out of her course. Certain it is, according to McKenzie, that Gannet Rock light was plainly visible from the steamer, and how the vessel could go so far out of her course, is a mystery. It might be that the Gannet Rock light was mistaken for some other light, or possibly the compass was not working right, but just what the cause was, nobody knows but the captain or the officer on watch, and they are beyond telling.

"The first I knew that anything was wrong," said McKenzie to a Telegraph reporter who went to the wreck, "was when I heard McCandlish, who was on the lookout, cry out to Murray, the steersman. Murray appeared to be trying to bring the ship around, but before he could do so we crashed on the ledge. McCandlish said when he saw the ledge at first he thought it was a schooner. Of course the night was very dark, and with the rain driving down it was difficult to see any distance. After the steamer struck I could see Gannet Rock light on our port side. It appeared to be about five miles away.

"The captain gave orders at once to get the boats ready, and they were provisioned and lowered to the rail ready to be put in the water at a moment's notice. Rockets and bombs were set off to try and attract attention, and we watched the Gannet Rock light for an answering signal, but none came. Finally we carried a big pile of mattresses and beds up on the forward deck and made a large bonfire but this did not appear to attract attention either.

"In the meantime the steamer was settling and big waves were breaking over us. One big sea carried away our two boats on the port side. One was empty but the other one was occupied by the passenger who was looking after the horses. He had got into it so as to be ready when it was sent off. We never saw a sign of him afterwards, and I think he must have been drowned almost immediately.

"About 5.30 the captain ordered the men to take to the boats. Eleven men got in one boat but in lowering it into the water the forward end unslipped from the tackle and the after tackle held so that when the bow dropped down the men were all thrown out. One of them, however, had cut the after tackle, but not in time to avert the disaster. We men on the ship threw lines over at once, and Morgan and McVickar were hauled on board. Morgan was pretty near exhausted. Another man caught hold of one of the lines and we hauled him almost up to the rail when he suddenly let go and fell back in the sea.

"It was so dark we could hardly see what we were doing, nearly all the ship's lanterns had been smashed and we had only bullseye lanterns that did not give much light. We could hear the men crying for help, and the little immigrant boy, who was in this boat was crying 'Oh, Mamma, save me.' We did the best we could to try and get them but it was too dark to see anything, and we could only drop our lines down and shout to the drowning men to catch hold. I think that the nine of them must have drowned right there, for their boat was beating against the side of the steamer and we fancied we could hear the timbers smashing.

The captain was in the big lifeboat along with the chief engineer, the two boys whose father owned the horses, and the rest of the crew except we six who decided to take our chance on the steamer. There must have been twenty-five in that boat, and she got away from the ship alright, so far as we could tell.

"Before the captain left he gathered his papers together and stuck them inside his lifebelt, and the chief engineer also took his book and papers with him. Everyone who left the ship was provided with a lifebelt and we men who stayed also put on lifebelts.

"After the boats had left we gathered some sticks and whittled them into small pieces so as to get the dry inside parts, and built a fire to keep warm and to act as a signal in case a vessel might be passing. Four of the men crowded into the little light house on the forward part of the ship and managed to keep out of the wind and rain. When the tide came up, however, there was only the width of two or three planks on the forward part of the ship that wasn't under water, and the seas broke over that so that we had to climb into the rigging, and to keep from falling when we were numb with the cold we lashed ourselves fast with bits of rope that we cut off the fittings.

After it came daylight and the tide went down we tied two blankets up amidships as a signal. Several times on Monday we saw schooners passing at a distance and hoped they would see us and take us off, but apparently they didn't see us and we had to face another night of cold weather in clothes that were soaking wet. On Tuesday morning we hoisted another blanket on the foremast when we saw a schooner approaching, but although we saw an answering signal hoisted the boat did not come to take us off but bore away again.

This was probably the fishing schooner Mizpah, in command of Joseph Gaskill, of North Head. He reported having sighted the wreck, but stated it was too rough at the time to render any assistance. He reported having seen the wreck and the signals of distress and later in the morning rescuing vessels set out from Seal Cove and took off the survivors.

"We had nothing to eat all the time we were on the wreck," said McKenzie, unless you would call one big Spanish onion and a tin of condensed milk, among six, something to eat. We ransacked the cook's galley and the storeroom but everything had been washed overboard, except these two things.

"There was a small boat left on board the ship and Monday morning we were considering whether we had better try to get off in it, but while we were hesitating the seas caught it up, tore it away and it was stove in. We also thought of building a raft on Tuesday morning but finally decided to stick to the ship a while longer and I think it was lucky we did.

"I can tell you we were glad to see those fishermen come and take us off."

"I suppose you will give up the sea now after such a narrow escape?" he was asked.

"Oh! I don't think so," he replied, "it's the only trade I know and I guess I'll have to stick to it. I suppose I'll be off again in another ship before long."

The shipwrecked men are quartered among the kindly fisher folk at Seal Cove and they are very comfortable.

The credit for being the first to reach the wrecked steamer and rescue the survivors is claimed by two crews. Captain Frank Benson, of the Seal Cove Life Saving Station avers that his vessel was the first on the scene and that it was in one of his dories that the first man was taken in. Captain Lorne Wilson, of the fishing schooner Ethel, also of Seal Cove, likewise lays claim to having been the first to arrive and to have assisted the first of the survivors into his dory. The survivors themselves do not deny either contention but say both crews are deserving of the greatest praise for daring to come to their aid through the turbulent seas. According to Third Officer Stewart both vessels reached the steamer about the same time and from both dories were set down almost at once. The first man taken off was the second engineer, Frank Morgan, and he was almost completely exhausted from his exposure. His was a most trying experience as he was only saved from drowning after a hard struggle when the boat that he was leaving in on Monday morning was upset at the side of the steamer and his subsequent exposure to the winds and waves while lashed to the rigging left him very weak and he had to be lowered into the rescuing boat by his shipmates. Each of the relief schooners took away three men. Captain Benson, when he heard of the wreck, did not wait to launch the lifeboat but quickly got a crew together and went out in his schooner, Dreadnought. He had as his crew Guy Benson, Joseph Hatt, James Dalzell and Geo. Russell.

In the Ethel, Captain Wilson had the following for a crew: Arthur and John Wilson, Horace Schofield, Leonard Benson,, Turner Ingles, , Ashton Guptill, Fletcher Harvey, Mayberry Russell, Geo. Stewart and Dr. B. F. Johnson.

The work of rescue was made difficult by the high seas; waves breaking over the wreck continuously and the men came down on life lines. One of Captain Wilson's dories was cut in two and lost completely with all the heaving lines aboard. Fortunately there was no one in the dory at the time or more lines might have been lost.

Life saving is not a new experience for Captain Wilson as he also has the distinction of having saved the first man from the wreck of the steamer Warwick at the same place, thirteen years ago. On that occasion Captain Wilson lost a valuable watch.

The government steamer Lansdowne returned from the scene of the wreck of the Donaldson liner Hestia, last evening about 11 o'clock. Captain Burns when interviewed by the Telegraph, said that he did not see any signs of bodies of the drowned men. He left here at 4.30 on Wednesday afternoon and arrived at Flagg's Cove early on Thursday morning. They anchored there, and at daylight proceeded to Seal Cove where Inspector Kelly joined them and inspected the Gannet Rock light, also the gas buoy at the Old Proprietor. The Gannet Rock light and whistle were in perfect order, as was also the whistle on the gas buoy at the Old Proprietor. It being daylight they could not tell whether or not the light was in working order. The buoy was in its proper position and Captain Burns said that he could not understand how Captain Newman went so far out of his course. Captain Burns went to the scene of the wreck for the purpose of rendering any assistance to the tug Lord Kitchener. He found he could be of no assistance so returned to St. John for further orders.

King, the Globe trotter, says. "CATSPAW RUBBER HEELS, with their Non-Slip Canvass Friction Plug, fill the requirements of the person who knows how to walk correctly, and will correct a bad walker." Ask your dealer for them.

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22c., 28c., 30c. to 50c. each
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Restored to its Natural Color by using **Hyperion Hair Restorer** 50c. Bottle.

THE OLD FASHIONED KIND

The Drug Store, 100 King Street **CHAS. R. WASSON**

JUDGE BARRY HEAD OF THE FREDERICTON WHITE PLAGUE CRUSADE

Fredericton, N. B., Oct. 28.—The first annual meeting of the York county society for the Prevention of Tuberculosis was held here this evening and was attended by a number of leading citizens, including clergymen and physicians. Secretary Irvine announced that the membership now exceeded fifty and that Willard Kitchen, C. H. Giles and Mrs. T. Lynch had joined as life members. Officers for the ensuing year were elected as follows: President, Judge Barry; vice-presidents, Dr. Atherton, Dr. Wainwright; secretary-treasurer, Dr. W. H. Irvine; corresponding secretary, F. Wayland Porter. Executive—A. H. F. Randolph, F.B. Edgecombe, Dr. McGrath, Bishop Richardson, Chancellor Jones. The selection of vice-president from each parish was left with the executive.

Dr. Atherton, being called upon, delivered a practical address in which he referred to the cause of tuberculosis and the means to be taken to prevent its spread. He advocated a system of medical inspection for the public schools and factories and urged parents to see that their children had plenty of fresh air, wholesome food and physical exercise. He thought that too much was demanded of children in the public schools.

Bishop Richardson, who also spoke, thought that the board of health should arrange to have local dairies and meat shops inspected. He thought that the sytem of co-education was responsible for the trouble Dr. Atherton complained of in the schools, as it put the girls under the pressure of competition.

Dr. McGrath, on behalf of the board of health, explained that that body had dairies and meat shops inspected but had no means to provide for an inspection of milk.

On motion of Bishop Richardson a resolution was adopted urging the school board to provide for medical inspection of the schools. After brief addresses by Rev. Craig Nichols, Dean Schofield, Canon Cowie, Dr. Irvine and others the meeting adjourned.

CONSECRATION OF BISHOP WHITE

Toronto, Oct. 29—On the evening of Tuesday, Nov. 30, the Rev. W. C. White will be consecrated as Bishop of Honan, China, in St. James' Cathedral.

Archbishop Machray, of Rupert's Land, Primate of All Canada, will officiate and will be assisted in the service by several other bishops and prominent clergymen.

Every fellow feels kittenish once in a while, it's a good sign. Why not wear CATSPAW RUBBER HEELS and feel that way all the time. Any dealer.

Get Your Coal in Before the Snow Comes

We have now ready for prompt delivery, Scotch hard coal and American hard coal in best qualities and in all sizes; and are offering 25c per ton off the regular prices for cash for two tons or more.

Scotch Chestnut, Scotch stove and Scotch Jumbo delivered in bags.

Free burning American chestnut, for ranges, Triple X Lehigh stove for self-feeders and triple X Lehigh egg for furnaces delivered in bulk or delivered in bags and put in the bin.

We can also supply the best grades of soft coal including Winter Port coal at $4.50 per ton; Pictou egg, Broad Cove, Old Mine Sydney and Scotch soft coal.

Soft coals may be very scarce a little later in the season.

Order now at 6 1-2 Charlotte street, or Smythe street, near North Wharf or Telephone 676.

J. S. GIBBON & CO.

Also charcoal, Kindling and hardwood. A cheap grade of hardwood going now at $1.75 per load, sawed up.

NINE INJURED IN TORONTO EXPLOSION

Toronto, Oct. 28—With a roar that could be heard many blocks away, the gasoline tank at Parker's dyeworks, Young street, north of Bloor, exploded about 10.45 this morning, completely wrecking the building and burying nine men and boys in the ruins. Fire was added to the horror of the situation, threatening to destroy the whole works.

The most seriously injured are:

James Tattan, 18 years, burned about head, face and arms, in serious condition. Taken to St. Michael's hospital.

Robt. Harris—Seriously burned from head to waist, condition very critical; taken to General hospital.

J. Graham—Cut about head, neck and arms; taken to St. Michael's hospital.

The damage is estimated at $20,000.



DR. A. W. CHASE'S CATARRH POWDER 25c.

is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. 25c. blower free. Accept no substitutes. All dealers or Edmanson, Bates & Co., Toronto.