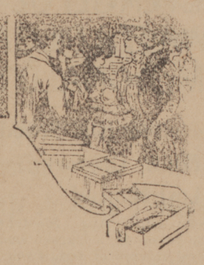


After Supper Sale



Our After Supper Sales

have made a hit. It may be the hour, it may be the big values we offer, or it may be the attractiveness of prices. In any event, they have proved a big success.

You will do well to be here this evening. Come at seven if you can, but be sure and come. Such remarkable values, such astonishing prices, such splendid saving opportunities as attend these special evening sales events are seldom offered. Do not miss tonight's sale.

DRESSES—11 White and Colored Muslin Shirt Waist Dresses, usual $5.00 to $7.00 qualities. For tonight, $2.45.

SKIRTS—White Lawn Dress Skirts made with deep flounces. For tonight, 85c. each.

SAILOR DRESSES—5 Misses White Sailor Blouse Suits, trimmed with Hamburg. This style is now most popular in the States. For tonight, $2.50 a suit.

TOWELLING—500 yards of Linen Crash Roller Towelling in mill ends, 1 to 5 yard lengths. For tonight, 8c. and 10c. a yard.

HOSE—Children's Tan Cotton Stockings, sizes 6 to 8 1-2. For tonight, 15c. a pair.

HOSE—Ladies' Black Cotton Stockings, spliced heels and toes. For tonight, 30c. a pair.

HATS—The balance of our season's stock of Straw Hats, all up-to-date shapes. For tonight, 10c. each.

FRILLINGS—Washable net Frillings in White and Ecru. For tonight, 17c. a yard.

COLLARS—10 dozen Embroidered Linen Collars (white), usual 35c. qualities. For tonight, 25c. each.

WAISTS—40 White Shirtwaists in Lingeries or Tailored effects, slightly soiled. For tonight, $1.18 each.

SKIRTS—50 Underskirts of fancy stripe ducks, made with deep frill. For tonight $1.10 each.

HOSE—Ladies' Tan Lace Lisle Thread Stockings. For tonight, 25c. a pair.

HOSE—Ladies' Black Cashmere Stockings with fancy embroidered fronts. For tonight, 29c. a pair.

MACAULAY BROS. & CO.

NEW THINGS IN CHILDREN'S FALL HEADWEAR

During the past two weeks we have opened up several lines of *Fall Headwear for Children*, so now you find us with a splendid stock to make a selection from.

We have many new and dressy shapes in Hats and Caps which have come from France, England and New York, and won't be found in other stores.

Tams in Blue Cloth,	50c. to $1.25
Tams in Red Cloth,	75c. to $1.25
Tams in Fawn Cloth,	$1.00
Patent Leather Hats, various colors,	$2.50
Felt Hats, different shapes and colors,	75c. to $3.00
Caps in a large variety,	25c. to 75c.

D. MAGEE'S SONS,

Manufacturing Furriers, 63 King Street.

ST. MARTINS ROAD MONEY HOLD-UP

County Members, Councillors and Highway Board Men Blame Government from Arrival of Funds for the Road Work.

The highway boards of the different parishes in St. John county are not at all satisfied with the treatment they have received from the local government in the payment of the road grants allocated to them if the statements of councillors and members of the highway boards can be taken as indicative of the general feeling.

The parish road grants are said to be smaller this year than before and not nearly adequate for the amount of work to be done. Moreover there has been much delay in receiving the money and in the parish of St. Martins, it is stated, none has yet been received, although considerable road work has been done. There is no money, it is said, to meet road expenditures already made and in consequence road work in St. Martins has been stopped.

Councillor F. M. Cochrane, a member of the St. Martins parish highway board, in discussing the question with a Telegraph reporter last evening, said: "I consider the whole matter is a question of spite on the part of the Hazen government and I don't care how strongly you quote me. The government is trying to boycott the people of St. Martins because the parish went opposition in the last election. They are holding up the road money on a technicality for this reason and if there is any politics in the case they are introducing it. We are simply endeavoring to give the people of St. Martins the very best roads possible with the very limited amount of money at our disposal. As for the $500 road grant we have not seen that yet."

Councillor Cochrane was shown an article in an evening paper which stated that the people of St. Martins could get its $500 by complying with the law. The law in this case was announced by D. B. Winslow, secretary of the public works department at Fredericton, in a letter supposed to have been sent by him to the secretary-treasurer of the St. Martins board, as well as to all the other parishes in the province, giving instructions as to what was necessary to secure the $500. The letter, as published last evening, is as follows:

"Dear Sir,—I beg to advise you how to proceed in order to obtain the $500 grant to the credit of your parish and of which I advised you on July 6.

"Under the provisions of the audit act no money can be paid out until earned. It will therefore be necessary for you to have the commissioner, who has charge of the work, submit through you to me a sworn statement on one of the enclosed forms certified by the board, showing the names of the parties who have worked on the road and the rate perday opposite the amount owed each man. Commission will be allowed the commissioner at the rate of 10 per cent on the amount expended, but must be provided for in the amount granted, as no over-expenditure will be paid. Your remuneration as secretary-treasurer is also to be charged in the account. Although preferable, it will not be necessary to expend all of the grant before getting any money, but make out statements as the work proceeds.

"Yours truly,

"D. B. WINSLOW,

"Secretary."

Referring to this letter Councillor Cochrane said "the law under which we have been working simply says that the commissioners must file with the highway board sworn statements of the work done. This has been done every month. Now the government, when it is cornered by the St. Martins highway board for not having paid over the money, comes in with something entirely new that we never heard of before. One phase of the question which I cannot understand and which I think the government will have a hard job to justify is the difficulty in dividing the money. Assuming we had three commissioners and one went ahead and expended $300, another expended $200 and a third $700. If the government sends only $500 after the work has been done it places the commissioners in a very awkward position.

"The government appointed the secretary-treasurer of the St. Martins highway board in the person of Samuel A. Fownes. They should have given him the money to expend through the commissioners on the different sections. If he was not considered worthy of the trust he should not have been appointed.

"As the situation now stands in St. Martins the highway board consists of two members, myself and Councillor Robert Connely, appointed by the municipality, and a third member, Samuel A. Fownes, who is also secretary-treasurer, and who is appointed by the local government. We in turn appointed three highway commissioners, Herbert W. Brown, Samuel C. Osborne and S. J. Shanklin. Messrs. Brown and Osborne have already sent in their sworn returns as required under the newest idea of the government but Mr. Shanklin has made no application for his money as he claims the procedure is so complicated he cannot make head or tail of it. We have not received any road money yet and will not do more road work until we get it."

Councillor Connely, who was also present when Councillor Cochrane made his statement, was asked if he could add anything to it. "I can only say," he said, "that every word Mr. Cochrane says is true and I consider it a great injustice to the parish."

"In the parish of Simonds, Councillor Donovan said yesterday the road money has been received several days ago but the grant was not by any means large enough."

In Lancaster, Councillor Curren said he understood the money came to hand only a day or two ago. The grant is not large enough to pay for half of the work which it is absolutely necessary to do.

The county members of the provincial house also feel very strongly on the question. A few days ago A. F. Bentley, M. P. P., expressed his views to The Telegraph in which he deplored the conditions in the parish of St. Martins and endorsed the view previously taken by Councillor Cochrane that the government was apparently attempting to boycott St. Martins out of a feeling of spite because the parish had gone opposition.

Yesterday James Lowell, M. P. P., expressed a similar opinion. "The responsibility for the delay must rest either on the government or on the government officials. At the last session of the legislature Mr. Hazen was very anxious to make a man of the government choice responsible for the money in each parish. This is set forth by Mr. Hazen's own remarks as taken from page 165 of the synoptic report of the proceedings of the legislative assembly of the province of New Brunswick for the session of 1909 as reported by W. W. Hubbard.

"The following section," said Mr. Lowell, "shows Hon. Mr. Hazen's conception of the duties of the secretary-treasurer of the highway boards and the reasons why the official should be appointed by the government.

"Mr. Copp had previously spoken to this effect on the subject of good roads: 'The country could not be more closely interested than was the county council and he believed that the whole care of the roads should be placed in the hands of the councillors who are elected directly by the people. He did not see any necessity for a secretary-treasurer of the highway board.'

"Hon. Mr. Hazen, replying to Mr. Copp, is reported as follows:

"'Hon. Mr. Hazen said there must be some person on the board to keep the minutes of its meetings, records of its appointments, make reports to the government and a lot of other similar work. As it was desirable that the secretary be a permanent official and the councillors are elected every two years and might not be at the council longer than one term, it was thought best that a secretary be appointed by the government.'

"From this," said Mr. Lowell, "it can be seen that Mr. Hazen must accept the responsibility."

It is understood that a concerted effort will be made by the highway boards of the different parishes to secure increased grants for next year.

ASQUITH MAKES ANNOUNCEMENT ON DEFENCE PLAN

London, Aug. 26.—Today Premier Asquith stated in the House of Commons that it had been arranged at the imperial defence conference to organize the military forces of the crown, so as to preserve complete autonomy for each dominion, while allowing of assistance in the defence of the empire by coming into one homogeneous imperial army.

Replying to a member, Mr. Asquith said the resolutions of the conference had to be submitted to the various governments before they were binding.

The South African delegates did not feel in a position to submit the problems for naval and military defence or approve any proposal arrived at by the conference until the union of South Africa had been accomplished.

Mr. Asquith, after replying to a member, explained that after the main conference in the foreign office a military conference took place in the war office. At this it was recommended by them that complete control be given each dominion over the military forces raised by those dominons, and that the forces should be standardized, the formation of the unit arrangements of the transport, etc., being as far as possible assimilated to those recently worked out by the British army. The military conference entrusted to a sub-committee to work out the detailed application of those recommendations, and a complete agreement was reached.

ONE SAMPLE OF HAZEN GOVERNMENT WAYS

(Newcastle Advocate.)

The Hazen government has taken upon itself a great deal of praise for its educational policy. Here is an example of the result. The school district at Halcomb is divided by the L. S. W. Miramichi. On one side stands the school house, on the other are a dozen or more children. Between them and the school flows a broad, deep river. There is no bridge, and the children, unable to fly, must swim across or stay at home. The result is that those children are forced to grow up in ignorance. For some time past the people of the district have been trying to get a bridge at Holmes' crossing. It is said that the chief commissioner promised to visit the grounds this spring and give the matter special attention, but he never came and the children are left in the same state that the government found them. So much for election promises and the government educational policy.

WISE CLERK.

Lord De Broke (after registering) — Now, aw—my good fellow. What are your terms?

Hotel Clerk (after reading name) — Strictly cash in advance.

BRITAIN WILL LEND TWO VESSELS TO START NAVY

Will be Manned at First by British Officers and Crews—Some Day Shipyards in Canada for Building Navy Vessels, but Not Likely Soon.

Montreal, Aug. 26—The Canadian Associated Press, London, cables as follows:

The Canadian Associated Press learns on high authority that the vessels to be loaned to the Canadian government will be two third-class cruisers, one for the Pacific and the other for the Atlantic. These ships will require refitting and alterations which will be done on this side at the expense of the Canadian government. The officers of these ships will also be loaned to Canada and paid by Canada.

When Canada starts to build warships, which it is understood will be the Bristol type of cruiser, they will be built in Canada. Representatives of a leading firm of shipbuilders will shortly proceed to the dominion to select a site for a shipyard.

Regarding the site for a shipyard in the Pacific a prominent naval expert, asked for his opinion by a Canadian official, replied that Vancouver was more suitable than Esquimault, though it might also be necessary to have a dock in the latter place.

It is further understood that the idea of having submarines for the St. Lawrence and Pacific coast has been suggested and the suggestion received with some favor.

Hon. Mr. Brodeur is at Barrow and inspected the icebreaker Earl Grey, built to ply between Pictou and Charlottetown. He expressed himself as in every way satisfied. The vessel has not the appearance of an icebreaker; on the contrary, that of a pleasure yacht. The decorations, ceilings and panels in the saloons and cabins are plain, but the furnishings are of the most luxurious order.

A large party of Canadian visitors was shown over the vessel by Lieut. Dawson and Lieut. McKechnie, of Vickers Sons & Maxim. The builders all agreed that the firm had reason for congratulation in turning out such a fine vessel.

The Earl Grey left Barrow for a trial trip over a measured mile in the Clyde, when it is expected she will make the contract speed of seventeen knots. She has 6,500 horse power engines and boilers and can force a passage through ice fifteen feet in thickness.

The Star's London correspondent cables: Richard Grigg, British trade commissioner in Canada, has completed a visit to the leading industrial centres of Great Britain and will return to Canada on September 1.

He finds a marked awakening of interest among manufacturers regarding Canada. The comparative indifference evident during his last tour in 1906 has given place to a keen desire to secure a larger share in the Canadian import trade.

An increasing number of manufacturers are arranging to visit Canada themselves, some with a view to opening branch works.

Last night Mr. Grigg was entertained by a large gathering at the West India Club, representing each part of the West Indies and including Sir Daniel Morris and other members of the new Canada-West India trade commission.

The speeches of Sir Daniel Morris, Mr. Grigg and others emphasized the importance of Canada as a great future market for West Indian fruits and other products. Sir Daniel expressed his confidence that increased trade will be the result of the establishment of the commission.

Satisfaction was expressed at Mr. Fielding's acceptance of membership on the commission.

Ottawa, Aug. 26—(Special)—Ottawa has not been informed of any proposal to borrow two British cruisers to inaugurate the Canadian navy, though it is thought here that such a plan would not be unreasonable in connection with the training of Canadians as sailors and seamen to command and man war vessels.

However, the policy of the government is to build a fleet proper for the purposes of Canada on a plan recommended by British authorities and approved by Canada. Orders in the first place will be given to British builders for the craft required on the Atlantic and Pacific and eventually an effort will be made to establish Canadian yards from which such craft can be turned out.

The opinion here is that unless some British builder is venturesome Canadian yards will not be established for some years, as it is realized that to equip a plant capable of producing modern cruisers, destroyers and submarines is no small undertaking. Not only is the ordinary fabrication and protecting of the hull involved but there are so many specialized departments such as electrical engineering and fitting involved that it is estimated that when a British builder gets a battleship or cruiser contract he has to call to his assistance and employ from 100 to 200 firms to put in engines, boilers, pumps and the thousand features which go into a modern war craft's hull.

It is known that the firms do not exist in Canada today to carry out all these specialties and therefore construction of naval craft in Canada would be attended with difficulty and be a matter for the future.

In the meantime British cruisers may be used to train Canadian seamen and British yards will be used for the building of such naval craft as are required.

London, Aug. 26.—Premier Asquith reported to the House of Commons this afternoon the results of the conference on imperial defence held recently in London. His statement confirmed in every way the information already given in these despatches. The only new point of interest relates to the proposed remodeling of the Pacific fleet, which both Australia and Canada are anxious should be of appreciable strength. The remodeled fleet will consist of three units, the East Indies, the Australian and the China squadron.

Subject to the approval of the Canadian parliament, it was agreed that Canada should make a start by building cruisers of the Bristol class and destroyers of the river class, making use of both Pacific and Atlantic ports for the construction work.

CHIEF KERR HAS CONFIDENCE OF BUSINESS MEN OF ST. JOHN

A number of business men have signed a paper expressing confidence in John Kerr as chief of the fire department. This action follows the recent reports or possible fire department re-organization, and the resignation of several firemen as a protest against Chief Kerr's action in selecting officers at No. 1 station. The list follows and also the chief's reply:



Chief Kerr

John Kerr Esquire, chief St. John Fire Department:

Dear Sir:

We the undersigned merchants and property owners of St. John, notwithstanding any report to the contrary and which we have reason to believe have been circulated to your detriment, take this opportunity of assuring you that we have the fullest confidence in your ability and efficiency as Chief of the Fire Department having had ample opportunity for years of witnessing not only your management of fires, but also the zeal and attention you have and do give to the office, and to say that so long as you continue in the position as chief and pursue your present policy, you will always have our hearty support.

We desire to express our disapprobation of recent attempts of irresponsible persons to interfere with your management and maintenance of discipline in the department.

You are at liberty to make such use of this document as to you may seem most desirable.

Vassie & Co., Ltd., per W. E. Foster
W. H. Thorne & Co., Ltd., per W. H. Thorne
T. McAvity & Sons, Ltd., per Thomas McAvity, president
Emerson & Fisher, Ltd., per R. B. Emerson
The Canadian Drug Co., Maritime Branch, per Thomas Gillard, manager
St. John Iron Works, Ltd., per Charles McDonald, managing director
Chas. K. Cameron & Co.
The Victoria Hotel Co., Ltd., per D. W. McCormack, president
Ames Holden, Ltd., per W. M. Angus, manager
Dearborn & Co., Ltd., per F. R. Dearborn, president
Campbell Bros., Axe Manufacturers
N. A. Hornbrook & Co.
F. E. Williams Co., Ltd., per F. E. Williams
H. Horton & Son, Ltd., per George A. Horton, president
The S. Hayward Co., Ltd., H. N. Coates, treasurer
Ontario Fire Insurance Co., per R. S. Ewing, vice-president
The Linton & Sinclair Co., Ltd., per N. A Sinclair, manaer
R. P. & W. F. Starr Ltd., per F. P. Starr
Robertson, Foster & Smith, Ltd., per J. M. Robertson, president
M. & H. Gallagher & Co.
American Clothing House, L. Isaacs
F. W. Daniel & Co., Ltd.
C. H. Peters Sons Ltd., per Edmund Peters
Geo. S. de Forrest & Sons, Ltd., per C. W. de Forrest, president
Crosby Molasses Co., Ltd., per L. G. Crosby, president
W. Hayward Co., Ltd., W. H. Hayward, treasurer
Hotel Edward, Jas D Driscoll
Schofield Paper Co., Ltd., H. B. Schofield, treasurer; E. A. Schofield, secy.-treas.
Edgecomb & Chaisson
The Josiah Fowler Co., Ltd., Blanchard Fowler, manager
The Josiah Fowler Co., Ltd., per J. D. Barbour, secretary-treasurer
The Christie Woodworking Co., Ltd., per C. I. Christie, secretary-treasurer
Maritime Cornmeal Mills, C. W. Stuart
I. & E. R. Burpee, per J. P. Macintyre
Wm. E. McIntyre Co., Ltd., per W. G. McIntyre, secretary-treasurer
J. E. Wilson, Ltd., J. E. Wilson, pres.
John Labbatt, per J. N. Miller
James Pender & Co., Ltd., per H. Russell Sturdee
Puddington, Wetmore, Merritt, Ltd., per A. Wetmore, secretary-treasurer
A. N. Campbell & Son
Atlantic Mutual Fire Ins. Association, per W. F. Fenton, managing director
J. V. McInerney, M. D.
Foster, Bond & Co., Dufferin, per John H. Bond, manager
Haley Bros. & Co., per R. G. A.
Dominion Express Co., per V. G. N. Vickers, superintendent
R. E. Cole Ltd., per John Hargreaves
W. F. Hatheway Co., Ltd., per C. S. E. Robertson, secretary-treasurer
John A. Weatherhead
Stetson Cutler & Co., per F. C. Beatteay, manager
F. Nase & Son, Ltd., L. T. Nase, mgr.
Murray & Gregory Ltd., per J. Fraser Gregory, president
Amos Paterson, per J. P. H.
Crown Fire Insurance Co., Nova Scotia Fire Insurance Co., Occidental Fire Insurance Co., Rimouski Fire Insurance Co., E. L. Jarvis, general agent
The White Candy Co., Ltd., Thos White, manager
J. M. Roche & Co., Ltd., per J. M. Roche, president
The Vaughan Electric Co., Ltd., per Chas. D. Jones, president
W. H. Johnson Co., Ltd., per E. H. B. Foster, manager
McLean, Holt & Co., J. L. McAvity
The Maritime Nail Co., Ltd., per J. E. Elkin, general manager
The McCready Co., Ltd., per J. McCready, manager
Grand Union Hotel, W. H. McQuade, proprietor
The James Robertson Co., Ltd., John Keefe, manager
The National Drug and Chemical Co. of Canada, H. L. Ganter, manager
T. Rankine & Sons, Ltd., H. C. Rankine, president
A Chipman Smith & Co., Charlotte St.
The Frost & Wood Co., Ltd., per W. F. Burditt, manager St. John Branch
McLaughlin Carriage Co., Ltd., Eastern Branch, per W. J. McLeary, manager
Gandy & Allison, per A. Gandy
The H. N. McLean Co., Ltd., H. N. McLean, manager
The Canadian Fairbanks Co., Toronto, by manager
The Dunlap-Cooke Co., Ltd., per G. W. Cooke, president
Arnold's Department Store, G. H. Arnold
L. D. Clarke, for Maritime Litho Co.

Frank Skinner
C. & E. Everitt
A. Gilmour
Macaulay Bros.
Dowling Bros.
L. Baille
John M. Hay
D. Magee Sons
D. McArthur
Thorne Bros.
Louis Green
John E. Moore
J. V. Russel
N. Keltie Jones
Landry & Co
George Nixon
M. E. Agar
W. J. Starr
A. & I. Isaacs
I. I. Manson
Thos. Gorman
Baird & Peters

Wm Thomson & Co
Ferguson & Page
Raymond & Doherty
Waterbury & Rising
Francis & Vaughan
Beverley R. Macaulay
L. Ir Sharpe & Son
Harry W. de Forrest
J. & A. McMillan
Watfield I. Fenton
W. A Maclauchlan
I. Royden Thomson
Henderson & Hunt
Robert Strain & Co.
Arthur W. Adams
A. B. Smalley & Co.
John Kimball & Son
George West Jones
George L. Barbour
Gilbert Bent & Son
N. W. Brennan Sons
J. H. Scammel & Co

Joseph Bullock
John Sealy
G. A. Kimball
John B. Cudlip
S. P. Gerow
Josiah Fowler
A. G. Edgecomb
L. J. Elderkin
Hamilton & Gay
J. H. Doody
W. Alex Porter
James Knox
A. M. Rowan
S. McMackin
Northrup & Co
Tapley Bros.
D. F. Tapley
F. W. Tapley
James N. Brown
Charles A. Clark
Anderson & Co.
Robert Maxwell
Estey & Co.
J. T. Knight

E. G. Nelson & Co.
R. H. Sullivan & Co.
R. Duncan Smith
Francis F. Burpee
George A. Knodell
P. Campbell & Co.
Comeau & Sheehan
George W. Hoben
J. Roderick & Sons
Doherty & Foster
John McCann, sr.
John McCann, jr.
B. Mooney & Sons
W. Hawker & Son
J. Willard Smith
J. Allan Turner
George A. Relker
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G. A. Moore
David H. Nase
Foster & Co.
Frank J. White
Philip Grannan

(Continued on page 6.)

Men's $14.00 Worsted Suits, in Stripes and Checks,

Sale price $9.98

Men's $10.00 Tweed Suits, all desirable Patterns,

Sale $7.48

Men's Odd Coats and Vests, in Black or Blue,

at Half Price

WILCOX BROS.,

Dock Street and Market Square

Your Advt. Here

Will be read by thousands every day

Our Employers' Liability Policies

Cover all contingencies for Compensation to Workmen under the New Workmen's Compensation Act. Please allow us to quote rates.

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Quality as well as quantity circulation is desired and advertisers get both when advertising in

THE EVENING TIMES

the only evening paper in St. John that publishes a circulation statement month by month. It is not afraid to let advertisers know the condition of its circulation.

The Times has the largest circulation of any evening paper in the Maritime Provinces.

P. S.—Call up Main 31-11 or 15 and a representative will call and talk advertising.

The following is the average daily circulation of The Times for the last seven months:

January,	6,716
February,	6,978
March,	7,165
April,	7,189
May,	7,003
June,	7,029
July,	7,028

School Books and School Supplies

Exercise Books,	3c and 5c each
Scribblers,	1c, 2c, 3c, 5c each
School Slates,	4c to 15c each
10 Slate Pencils	1c
2 Lead Pencils	1c
3 Pens	1c
2 Penholders	1c
Erasers,	1c. 2c, 5c
Pencil Boxes	4c, 5c, 8c
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Large School Tablets,	5c and 9c

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Best 10c. Value

THE VILLAGE BISCUIT.

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Large Assortment in Bulk. Any quantity sold.

Also 1 lb. and 1-2 lb. pkgs. VERY FRESH.

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