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Richter Nearly Met Death When Bi-plane Struck Stand

Aviator is in Hospital With a Broken Leg and Many Bruises as Result of Attempting Hazardous Feat in Island Stadium—\$5000 Machine Badly Wrecked.

Within twelve seconds from taking his seat, Joseph Richter, known as the "Flying Dutchman" and the fearless aviator, who earned fame by his flight around the Singer Building in New York, was lying amidst the wreckage of his machine seriously injured at the stadium at Hanlan's Point yesterday.

Richter is suffering from a simple fracture of the left leg, both shin bones being broken, a skin abrasion on the left thigh and a number of cuts on the nose and a slight abrasion on the chin. He will not be able to fly again for eight weeks.

A better day or more favorable weather conditions could hardly have been desired. There was not a cloud in the sky and a moderate south by southeast wind was blowing across the field. About a hundred spectators were present in the stadium, and H. E. VanDeventer, manager for Richter, Alfred Sharub, the well-known runner, and other officials were on the field at the time of the accident.

At 2 p.m. Richter decided that he would attempt a flight and seemed hopeful that he would be able to soar over the city and alight safely again in centre of the field. The machine was brought from the tent at 4:15 and over a quarter of an hour was spent in oiling the motor and seeing that everything was working satisfactorily.

At 4:30 Richter retired to the tent to don his aviator's dress, and at 5:15 he began to start the flight as quickly as possible in case an unfavorable wind should arise. A little time was spent in cranking the motor which was found to be in good working order, and at 5:40 Richter took his seat.

Shot Along the Ground. When he was seated the motor was once again cranked and the aviator raised his hand, when those who were holding the bi-plane let go. The machine sped along the ground at a rate of about twenty miles an hour and apparently made no attempt to rise. When the machine reached the centre of the field and had not risen an inch from the ground, the officials and a great number of the spectators feared an accident.

The question that was in everybody's mind was, "would he, in the space of a few seconds, be able to rise enough to clear the bleachers?" There was a moment of intense suspense when he had reached the centre of the field and had not risen. For at the very moment of his going up, a second inevitable. Fortunately Richter had the presence of mind to shut off the motor when he saw that it would be impossible for him to clear the bleachers.

The machine immediately lessened speed and Richter tried to circle, but the impetus was so great and the space so narrow, that the machine dashed about the bleachers, throwing the pilot against the wires and on to the seats. So terrific was the impact that the machine which entered the field from the north end was demolished at the point of contact, and also the bottom row of seats, the front part of the \$5000 machine being wedged into the debris.

Richter was thrown from his seat, striking his head against the wires of the biplane, and was then hurled with great force into the seat, breaking the rib-plate of his left leg. He did not lose consciousness.

If Richter had not stopped the motor when he did in the centre of the field he would undoubtedly have been killed, owing to the speed at which he was travelling.

P. C. Lundy (41) was quickly on the scene and his good work commanded praise. Besides single-handed, keeping back the crowd, he was the first aid to the injured man and was highly commended by Dr. M. G. Cody, of the Lakeside Home, for his cool manner in which he had managed the broken limb of the aviator.

Credit is also due to Mrs. Spelman, who owns the performing bears. She brought the bandages and kindly lent a stretcher in which Richter was removed to the hospital.

Machine Badly Damaged. The crowd behaved in a most orderly and sympathetic manner and assisted in every way possible as much as possible the unfortunate and injured aviator. The machine, which was badly damaged, was hastily removed to the tent where it was packed up prior to being shipped to New York for repairs. Richter was carried to the wharf and placed on the Bluebell. Dr. Cody had by this time arrived from the Lakeside Home and accompanied Richter to St. Michael's Hospital, whither he was conveyed in a W. Milne ambulance.

Realized Grave Danger. The World saw Richter at the hospital after he had been attended to by Dr. M. Crawford and found him in a very serious condition.

Continued on Page 7, Column 4.

Degree for Sir Thomas

MONTREAL, July 7.—It is stated on unimpeachable authority that Sir Thomas Shaughnessy will tomorrow receive from the University of Trinity College, Dublin, the degree of doctor of common laws.

Sir Thomas is not in the city to-day and could not be reached to substantiate the statement, but the fact of the honorary degree having been tendered to him is known, and his friends are of the opinion that he will hardly decline to accept an honor, not only to himself, but to the Irish race in Canada.

How the report started is a mystery.

FALSE RUMOR OF TRAIN WRECK

A rumor circulating around town yesterday afternoon and last night to the effect that the Port Erie race train had turned turtle into a ditch, killing seven people and injuring nine others, caused considerable excitement in the city. There was not the slightest truth in the story. The train was twenty minutes late in arriving at the race track and it was not until 10:15 that the clock struck nine, half an hour and ten minutes late.

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The Toronto World

EIGHTEEN PAGES—SATURDAY MORNING JULY 8 1911—EIGHTEEN PAGES

DOUBLIN CHEERS FOR KING AND PRINCE

Breakwater Lined With Enthusiastic Thousands When Royal Yacht Enters Kingstown Harbor—Round of State Functions for Royal Visitors.

DUBLIN, July 7.—The royal yacht Victoria and Albert, with King George and Queen Mary and the Prince of Wales and Princess Mary on board, anchored in Kingstown Harbor at 8 o'clock this evening. Every available point along the breakwater and on the landing stages was crowded with cheering Dublinites who, on seeing the King and the Prince of Wales on the bridge of the yacht, burst forth with the national anthem. The first vision of the home fleet, anchored just outside the harbor, also fired salutes in honor of their majesties. The royal party will not land until tomorrow.

When they come ashore they will be received by the lord lieutenant of Ireland and driven in state to the castle, where they are to reside during their stay. A number of brilliant state functions are to take place on the royal residence during the next few days, including dinners, a levee, a court reception and a chapter of the Order of St. Patrick.

The old building dating from early in the thirteenth century, is not very imposing in appearance, but it is commodious and well suited for court ceremonies.

Order of St. Patrick. In the presence chamber, where the court receptions will be held, stands the King's dinner table, covered with a canopy of rich crimson velvet beautifully ornamented with gold lace. In the hall room, known as St. Patrick's Hall, the chapters of the Order of St. Patrick always are held. In the paneled ceiling is a large allegorical painting of George III., supported by figures representing Justice and Liberty. On the wall is a painting of St. Patrick preaching to the native Irish, and on the other side is a picture of the submission of the Celtic chieftains to Henry II.

Sunday Their Majesties will attend service at St. Patrick's Cathedral, the present building dating from 1190 when it took the place of one which had stood on the same site for centuries. During the time of Cromwell, the preacher used the cathedral as a law court.

Monday the King will inspect the Royal Irish Constabulary in Phoenix Park, where he will receive a review of troops and present some of the regiments with new colors. The weather to-night is brilliant, and Dublin looks her best in her gala decorations. Enthusiastic crowds are parading the streets.

Among a large party of guests at the levee-legal duty of the Earl and Countess of Carrick, the Countess of Mayo, Lord and Lady Castletown, the Earl and Countess of Rosse, Lord and Lady Castlemaine, and Lord and Lady Pirrie.

JUMPED FROM TRAIN Received Bad Shaking Up, But Not Seriously Injured.

CORNWALL, July 7.—A well educated Frenchman, evidently from France, jumped from a Grand Trunk train at Millie Roches Thursday night. The train was a fast express and did not stop there. The man received a bad shaking up, but was not seriously injured. He escaped from instant death by a little show of miraculous. He was brought to Cornwall and taken to the Hotel Dieu Hospital, and had recovered sufficiently to leave yesterday when he continued his journey to Toronto. The cause of his jumping from the train is a mystery.

TERRIBLE HEAT RECORD Between July 1 and 6 Forty-eight Persons Succumbed.

Twenty deaths were registered at the city hall yesterday, nine of these being children. Eight deaths were directly due to the heat, this including three babies. Up to date forty-eight persons have succumbed to the effects of the terrible hot spell which prevailed from July 1 to 6.

HIS HOPES BLASTED BY BLASTER'S DAUGHTER

Jilted Youth of Eighty Yelps at Coy Miss Kissam's Inconstancy—Swears 78 Year Old Brother "Done Him Dirt."

HUNTINGTON, L.L. July 7.—(Special)—Perhaps blasting is hereditary with Miss Ella Kissam of Haleskate, L.L., for her father is known as the "Dynamite King" in these parts by reason of the dangerous blasting jobs he takes, and now Miss Kissam has blasted the hopes and blighted the young life of Rinaldo Sammis, a village cut-up of Huntington, of 33 years.

Anyhow, the lady jilted this trusting youth, and is to marry his even more youthful brother, Capt. Charles E. Sammis of this place, who is just 18 years young.

The youthful brothers do not speak as they play about the streets on account of the Kalamity which has afflicted the town.

The wedding is to take place within a day or so, but these will be no present from little brother Riney, who goes about swearing "my neck" that Charlie has done him dirt and that women ain't reliable anyway and all ways did fall for the uniform, even if it were only that a captain of a canal boat, darn it.

The youthful captain has been out of matrimony only fourteen months, it being just that time since his first wife passed away, but the ancient mariner is game and is going at it again to get a new ma for his collection of several children.



CABBY LAURIER: You can protest all you like, but I'm boss of this outfit.

INCREASE OF THREE MILLIONS IN REVENUE

\$29,237,646 Received by Dominion For First Three Months of Fiscal Year.

OTTAWA, July 7.—(Special).—The total revenue collected by the Dominion Government for the three months of the fiscal year ending June 30, was \$29,237,646, or nearly three millions more than for the same period last year. These figures indicate an increase for the current fiscal year over the previous year of from twelve to fourteen millions.

The expenditures so far accounted for to the department of finance total \$8,825,732, which is \$102,000 in excess of last year. For the month of June alone the receipts were \$10,668,333, or just about one million dollars more than for June, 1910.

On June 30, the total net debt of the Dominion stood at \$242,489, a decrease of \$5,785,760 for the month.

Trains to Porcupine. Both Passenger and Freight Traffic Heavy Over New T. & N. O. Line.

Lots of traffic, both passenger and freight, is now running daily to and from Porcupine over the new T. & N. O. line. The freight traffic was particularly heavy yesterday, and that probably before very long, additional trains will have to be added to the present railroad timetable to the new gold camp.

The trees in Porcupine still continue to burn, said Mr. Englehart yesterday, "and unfortunately the burning area is mostly woodland." The chairman of the T. & N. O. Commission takes exception to the newspaper reports that white pine is being consumed by the flames.

"Why, the reason there is no white pine burning is because there is none to burn," was Mr. Englehart's remark. I did say that white wood was being burned, but this includes tamarac, cedars and many varieties of white wood.

Mr. Englehart was back yesterday at the routine business of his office, but he only arrived home the day before from 480 new gold camp of the north, and the country which the T. & N. O. is rapidly changing from an unknown into a populous and valuable acquisition to the province.

Get the Hatchet.

NIAGARA FALLS, Ont., July 7.—(Special).—Colonel W. M. Parker vouches for a prize winner in the hot weather yarn contest. He says a setting hen belonging to him died four days ago from the intense heat. From eggs left in the nest yesterday, four chickens were hatched by nature's heat. To-day five more eggs set forth chickens into a sweltering world.

THE TWO BIG GROUPS AT PORCUPINE.

The Hollinger group has taken the leadership in Porcupine. That is the most significant thing to-day. The group includes at least ten mines, or what will be mines. The Hollinger has proved itself and shows bigger every day. Its shares will some day soon sell for five times their face value.

They sell to-day for three times their face value. All kinds of development work is going on in connection with its immediate neighbors, and the most encouraging conditions are encountered. We believe that the McIntyre, the Pearl Lake, the Jupiter, the Bea, the Armstrong-Booth, the Schumacher and two other claims of the Timmins syndicate are all to be great mines, and will prove themselves such within six months. They may be all Hollingers.

If so, it will be the greatest group of gold mines in the world. Not one of them but has a big staff of men working day and night to make good, and is making good. They are all showing, as the Hollinger showed at the same period of development.

"I picked these off the Hollinger dump," said a Toronto man yesterday to the World, as he showed half a dozen pieces of quartz. They were all larger than potatoes, and they were all shot with free gold like a strawberry with seeds.

One thing that confirms this statement is the action of the railway commissioners on the Porcupine extension of the Timiskaming & Northern Ontario Railway. They have lately decided to extend the line from Porcupine Lake westerly to a town plot adjacent to the Hollinger group, and to be known by the name of Timmins, and within three-quarters of a mile of the Matagami River. The government and its commissioners would not have adopted this policy unless they had good reason for doing so, as it involved the construction of six more miles of railway. This extension will be completed within six weeks, and our belief, therefore, is that the Hollinger group and the town plot of Timmins will be the most-talked-of section of land in America within the next two or three months.

Not for one moment do we wish to detract in any way from the other great Porcupine group which may be called the "Dome Group," and the centre of which is the Dome Mine, now being developed night and day, and backed by the shareholder mining men in America. The Dome will probably outclass all the Porcupine mines—at least, that is the opinion of the best judges—and it may be that a group around the Dome, even greater than the Hollinger, will come forward. We only hope that this may be the case, but the one thing that we wish to make clear this morning is the wonderful condition of affairs that prevails in the Hollinger group, and the surprising work of development that is going on in connection with it.

CHURCH MAY PAY \$15,000 HERITAGE OF DARK DAYS

Assurance Company Wrote \$10,000 Off Mortgage and Gave Up \$5000 Arrears of Interest.

Concerning the rumored sale of Broadway Tabernacle to the Methodist Book Room for \$200,000, which will probably be consummated at an early date, comes an interesting item of historical information.

At the time Broadway Tabernacle was built, the famous Toronto real estate boom was on. The property was mortgaged to the Star Life Assurance Co. for \$75,000. Subsequently the boom collapsed and the church defaulted payment of interest, and the company threatened to foreclose. There was much discussion at the time and ways and means were proposed. Finally the congregation pointed out to the company that they could not carry the mortgage, and if any part of the obligation was to be assumed it would have to be reduced. To give some part of the investment the company reduced the mortgage by \$10,000—making the principal sum \$65,000, and relinquished \$5000 arrears of interest. The church took up the burden again and has succeeded, as The World understands, in wiping off the debt. The \$15,000 written off is still, however, a moral obligation, and this question arises: If the sale goes thru, will the Star Life Assurance Co. receive the money?

On this point The World is informed that certain trustees of the church have expressed the opinion that the church is still a debt which must be recognized and have promised to see that it is discharged.

CANADA AND ARGENTINA

Direct Steamship Service Advocated by New Consul-General.

OTTAWA, July 7.—(Special).—A direct steamship service between Canada and Argentina, rendering unnecessary the transportation of Canadian product at United States ports, is advocated by Don Carlos Galarraga, who has arrived in Ottawa as the new consul-general for the Argentine republic.

"Tip to now," said Don Carlos, "at least fifty per cent of the Canadian trade with Argentina has been done by shipping by rail to the ports of Maine, Massachusetts and New York, and re-shipping from there. A direct line would benefit both countries."

Don Carlos Galarraga was formerly consul at Boston and assistant consul-general at New York.

BOULEVARD PLAN ACCEPTED BY COUNCIL

Aldermen, By a Large Majority, Favor the Acceptance of Home Smith's Offer—C. P. R. Refused a Permit for Sky-scraper—Sunday Observance Laws Severely Scored.

Day's Work of City Council Gave the bylaw for the expropriation of the C.P.R. road at Kings and Yonge a first reading. Refused the C.P.R. a permit for their skyscraper. Accepted a recommendation of the board of control that an agreement be made with Home Smith for Humber valley lands. Voted for a conference with the provincial and police authorities with a view to obtaining "more reasonable interpretation" of the Sabbath observance laws.

Deferred appointment of a fair wage officer. Approved the granting of contracts for plant and material for construction work on civic buildings. Referred back the island bridge proposition.

The city council made good progress with the many important subjects on the order paper at yesterday afternoon's session, disposed of a great deal of business left over from the sessions of the previous day, and finally adjourned at a quarter to seven owing to a disagreement arising between a bare dozen and no quorum in the council chamber.

The Humber boulevard proposition was accepted by a large majority vote after a prolonged discussion. Consideration of a proposition to confer with the provincial authorities on the enforcement of the Lord's Day Act, with a view to obtaining "a more reasonable interpretation" thereof, occupied a great deal of time. The council gave a first reading to the bylaw for expropriating the southeast corner of Yonge and King-streets, and gave approval to the granting of contracts to the extent of \$55,300 for the necessary plant and material for the commencement of construction of the civic car lines. They also refused the C.P.R. a permit to go on with the building of their skyscraper.

No action was taken regarding Judge Winchester's report on the works investigation. The board of control are to consider this, as well as reorganization, at a special meeting and council will then take it up.

Works Department Reorganization. Controller Chester reported to his scheme of reorganization, being laid out until the whole question is taken under consideration. He suggests the creation of an executive or administrative branch with a strong executive man as commissioner of works in charge, who will be the chief head of the department, and the establishment of an engineering branch in charge of all the engineers, which will be known as a "Board of Engineers," with C. H. Rust as consulting engineer, the different heads of sub-departments to include waterworks, sewers, roadways, and bridges, railways, a purchasing department, which will purchase all supplies and a general information branch; that the functions and duties of a committee on works be transferred to the board of control on and after the 31st of December next.

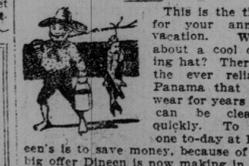
The afternoon session opened with a further discussion of the civic car lines. Controller Hocken moved that the board of control be instructed to proceed immediately with the construction of a line between Avenue Road and Yonge-street, and after an interchange of extreme courtesy between Ald. Maguire, and the attorney-in-law, to the advantage of the latter, the resolution was passed by the aldermen.

The board of control in the morning had accepted tenders amounting to \$52,990 for material and plans to use in connection with the construction of the civic car lines on St. Clair-avenue and Gerrard-street. The F. H. Hopkins Co. get contracts amounting to \$100,000.

Gift to Queen's. KINGSTON, July 7.—(Special).—A cheque for \$10,000 has been sent to Dean Goodwin by a graduate of the school of mining, who does not care to give his name. The money will be used in connection with the Nicoll building for mining and metallurgy.

Favor Sunday Cars. KINGSTON, July 7.—(Special).—The council has passed itself on record as in favor of Sunday street cars.

ARE YOU GOING AWAY? This is the time for your annual vacation. What about a cool outing hat? There is the ever reliable Panama that will wear for years and can be cleaned quickly. To buy one to-day at Dineen's is to save money, because of the big offer Dineen is now making in this line, with Panamas starting at \$2.75. These \$3.75 hats are worth five to eight dollars anywhere beyond the Dineen Company's doors. Special lines in other straw hats for men, including Dunlop special sailor hats, for which Dineen is sole Canadian agent. Store open until 10 o'clock Saturday night.



THE GLORIOUS TWELFTH. In honor of the anniversary of the battle of the Boyne, which falls on Wednesday next, The Sunday World is printing this week a fine front page feature in orange and blue. The drawing is the work of Lou Stone and the design and coloring are creditable to the artist. The accompanying sketch is an outline of the history of the Orange Association. Every Orangeman should possess a copy of this number.