ULTS OF ATURDAY'S TOURNAMENT

y the annual mixed doubles atch for the cups presented tewart Skinner, president of ohn club, was played on the rts. Twelve couples took the match, and in order to the play, the contestants ded into two sections, A. and team played seven games h of the other five teams in vision, and the winners in sion afterwards played to de- who should receive the cup. Outram and Mr. Wm. Lock- e out ahead in class A, win- games. Miss Schofield and h MacKay won in class B, 1 games to their credit. In off Miss Schofield and Mr. acKay defeated their oppon- s score of 6-3, 6-1.

eather was ideal for playing ge number of spectators were At 5 o'clock tea was served. ore in detail follows:—

A, Miss Outram and Mr. 27; Miss McKenzie and Mr. ; Miss Sinton and Mr. Fra- Miss Grace McDonald and 18; Miss F. Hazen and Mr. 12; Miss Girvan and Dr. 11.

B, Miss Schofield and Mr. 21; Mrs. H. C. Schofield and es 19; Miss MacLaren and kel 19; Miss K. Hazen and tt 18; Miss Jean Trueman Thomson 16; Miss Raymond Dobbie 13.

Schofield and Mr. MacKay vs. tram and Mr. Lockhart, 6-3,

Saturday another mixed tour- will be played for prizes that en put up by Mr. Wm. Angus C. F. Inches.

AMUSEMENTS

GRAND
RANGE FAIR
QUEEN'S RINK.
t. 11th to 16th
ISSION 10c.
CHILDREN 5c.

PERA HOUSE
Oct. 12th, 13th, 14th, 15th.—
er auspices Knights of Pythias.
FOOL FOR LUCK
G COMEDY SPECTACLE.
der direction H. M. Gardner of New York).
EOPLE PARTICIPATING-60
A SOCIAL EVENT.
CHORUS—
—BIG ORCHESTRA.
SEAT SALE NOW ON!

PHONE SUBSCRIBERS.

ADD TO YOUR DIRECTORIES

9-11—Belyea, T. H., res. 272 Princess, number changed from Main 1859 to Main 1859-11.
2-41—Barrett, Thomas, res. Red Head Road.
0-12—Cougle, S. T., res. 87 Main St. Fairville.
5 —Clark, Chas. A., res. 107 Wright.
1-31—Cromwell, G. B., res. 29 Metcalf.
1-11—Cohoian, Dennis, res. 14 Cliff, number changed from Main 1857-11 to Main 1261-11.
6-11—Courtenay, R. A., res. 173 Douglas Ave. Number changed from Main 1496 to Main 1496.
6-41—Evans, George E., res. 31 Peter.
3-31—Jenkins, George, res. 156 Leinster.
2-21—Matthews, [illegible] res. 30 Rockland, number changed [illegible] Rockland, number changed from Main [illegible] to Main 1192-[illegible]
1-2—Macneill, Miss Winifred G. res. 2[illegible] Cliff.
6-2—McClackey, A. [illegible] res. 298 Douglas Ave., number changed from Main 1264 to Main 1496-21.
52 —Nase, Dr. H. B., res. 299 Main, number changed from Main 1821-31 to Main 1862.
23 —Prime, L. C., res. 127 Douglas Ave, number changed from West 190 to Main 722.
43-21—Parsons, E. O., res. 138 Duke, number changed from West 33-11 to West 43-21.
46-32—Quinn, Mrs. P. J., res. 51 Wright.
67-21—Sandall, T. O., res. 108 Orange.
46-12—Stackhouse, W. J., res. 80 City Road.
76-11—Stillwell, W. M., res. 73 Minnette, W. E.
15-11—Trafton, George O., res. 205 St. James, W. E.
23-21—Tobias, R. M., res. 276 Brussel.
18 —Thompson, A. C., res. 131 Duke.
91-11—Warring, J. E., res. 293 King, W. E.

F. J. NISBET,
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EXECUTORS' NOTICE.

persons idebted to the estate of s Hastings deceased are re- d to pay said indebtedness to dersigned, and all persons hav- counts against said estate, will e same duly attested with the signed executors.
d October 2nd, 1909.
OHN THORNTON,
LEONARD P. D. TILLEY,
cutors Estate Thomas Hastings.

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oods
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Phone 2311.
Do It NOW

The Wright Thing in Head Gear

Speaking of Airships the Public May Now Know What to Expect if the Present Tendencies in Millinary, Follow Out Their Apparant Bent.

Wilbur Wright In Record Flight At College Park, Md.

Famous Aviator Smashes the World's Record for Speed Aloft---46 Miles Per Hour.

Predicts That He Will Ultimately Attain a Speed of Sixty or Seventy Miles.

College Park, Md., Oct. 9.—After breaking the world's record for flight over a closed circuit kilometre today, Wlibur Wright predicted that he could attain a speed of sixty to seventy miles an hour in an aeroplane racer. He had just rushed through the air in the Government aeroplane at a rate of approximately 46 miles an hour, making a new record of 58¾ seconds for 500 metres and return, including turn.

To reach the higher rate of speed, Mr. Wright said he would reduce the size of the bi-planes in the Government machine and at the same time lighten their weight. For racing purposes he said he would be content with the "plant" in this aeroplane.

After the successful flights of the forenoon, Mr. Wright made two ascensions late in the afternoon. Once his engine seemed lazy and the aeroplane settled to the ground 200 feet from the starting rail. On one of the afternoon alights Lieutenant Lahm accompanied Mr. Wright. On one other Mr. Wright alone, repeated the performance of the afternoon by starting off the rail without the aid of weights. Lieutenant Lahm for the first time assisted in guiding the machine during the flight in which he ascended, a third lever having been installed for the benefit of the officer, who is being taught to navigate the machine.

Minister Wu Ting Fang, of China, saw his first aeroplane alight today and absorbed all the information obtainable from a rapid fire of questions directed at Mr. Wright and officers at the Government aeroplane shed.

WILBUR WRIGHT.

TERRIBLE CANADA; AN IRISH OPINION

London, Oct. 10.—In the course of a remarkable editorial article the object of which is to restrain Irish people from emigrating to Canada, the Freeman's Journal says:

"The reason Canada requires immigrants is that it must get inhabitants at any cost in suffering to the newcomers. When the wolves howl round the cowbyres there is need of foreign thousands if only to act as a sort of vermin killers. Many of the newcomers go mad with the desperation of the loneliness and bitter hardships of the life; many will fall in utter misery by the wayside, but some will live through it all. The vermin killing will one day all be done and the dreary empty spaces begin to be really habitable by a normal human being.

This is Canada's need: First bands of victims, romantically called pioneers; then afterwards, on the ruins of these, happier throngs who will reap in joy where others sowed in sorrow."

The Freeman's Journal also remarks that the free farms are situated in a dreary neighborhood of nature's wildest freaks.

The Real Story of How Men Learned To Fly

(By Harry G. Farmer)

The kite is really the father of the flying machine. A kite with a gas engine aboard is, in fact, what has solved the problem.

It was the hope of taking a ride in a big cloth kite—a hope which many a boy has cherished in his heart—that set the Wright brothers to experimenting with what became, seven years later, the first successful flying machine.

"Let's us build a kite strong and light enough and with enough surface to lift a man," said Orville to Wilbur.

"About 500 square feet of surface ought to be enough to lift a man. Anyway, we can soon find by trying how big the kite should be.

Like a Kite.

"We will make the kite something like the Hargreave box kite, with top and bottom surfaces. Then I will get in between, and you take the rope and run with the kite."

This was the plan as proposed by the younger brother. Wilbur said: "Bully. We'll try it."

"But where," both asked, simultaneously, "can we play with a big 40-foot kite without attracting a crowd and making ourselves look silly?"

This looked like a staggerer. A couple of bicyclemakers in Dayton running up and down the streets flying a 40-foot kite would have disturbed trade, to say the least. And a crowd of hooting boys would be in the way.

But Wilbur had an idea.

"Suppose," said he, "we go to some lonesome, godforsaken piece of the sea shore. The wind will be steady, and that's one very important thing; the more lonesome it is the cheaper will be the living. We can knock up an inexpensive shed and this will serve for shelter for us and as a workshop and shelter for the kite. Why not?"

So the brothers wrote to the weather bureau at Washington, and asked about wind currents, and where they could find a steady strong wind.

The weather bureau is full of information of this sort, and came back with a reply saying that the Cape Hatteras section of the North Carolina coast had 20-mile winds practically all the time. The government maintained an observation station at Manteo an island near the life saving station at Kitty Hawk, near Kill Devil Hill. The place was quite remote, but provisions could always be had at Manteo.

Sand Hills.

The letter of the weather bureau man added that there were great sand hills—drifted by the wind—on the spit where the life saving station stands—hills four and five hundred feet high.

"Great," said Orville. "We could fly the kite from the top of one of the sand hills."

So the Wright brothers worked in their shop in Dayton, making the parts of a big kite, which was carefully designed on paper. Then they bought and shipped some rough lumber and tools to Manteo, together with the parts of their kite, and with gay hearts set out for a novel summer outing. For the Wrights at this time (1898) did not admit to themselves that they were doing anything but amusing themselves—playing, in their own way.

It was good sport; the Wrights have told me so. They built their shed, put together the parts of their kite, and flew it. There was plenty of wind, plenty of room, and nobody to look on or laugh except a lonesome coast guard.

A Bare Kite.

The kite flew and it was strong enough to carry up Orville, when he lay "belly-whopper" between the upper and lower planes of the kite. That part of the theory was all right. But the kite would not stay up with its human freight. The wind was not strong enough, and one man was not strong enough to keep running with the rope.

But they found a new game. They found the kite to be fine for "sliding down hill on the air." Instead of using a rope to fly it they took the kite to the top of a sand hill and sent it off into the teeth of the wind. All that was needed was a slight upward tilt of the planes and the wind would almost support the weight of man and planes. It would in fact support the thing long enough to make a long glide from the top of the hill to a point eight or ten hundred feet from the starting point.

Gliding.

This was "gliding." The kite became a "gliding" machine. The man aboard kept the thing balanced by wriggling his body, and sometimes the glider would be able to hover in the air like a soaring bird for almost a minute, supported merely by keeping the surfaces tilted up against the wind.

The kite "stays up" (that is, overcomes the downward pull of gravity), because it is tilted upward against a moving stream of air. The gliding machine—which is simply a kite without a string—is supported in the same way.

All this was soon clear to the Wrights. They found that a couple of surfaces forty by six feet, built of strong, light wood and covered with stout cloth, were enough to support the weight of a man, if those surfaces were kept slightly tilted against a continuous volume of wind blowing at 35 or 40 miles an hour. Less wind would not be enough to maintain the weight.

Balancing.

The next important problem was to keep the apparatus balanced, and to steer it. Without some steering apparatus it was hard to keep the planes tilted upward at the proper angle, and it was hard to keep the machine on a straight course.

So the Wrights spent several summers working on these problems. They fixed up a small plane in front which could be moved up and down. That gave the tilt. Move the small plane up and the machine would climb; move it down and it would head toward the ground.

With these attachments gliding became a science. It was no trick at all to start fom the top of Kill Devil hill and go sailing off toward the ocean, remaining in the air for several minutes.

"If she only had something to keep her going," then said Wilbur, "instead of going a quarter of a mile she would go as many miles as we might want."

The Real Machine.

"That would be the real flying machine, wouldn't it?" assented Orville.

"A couple of propellers," continued Wilbur, "driven by a light gasoline engine ought to be able to drive her through the air fast enough to keep her afloat."

"Let's try," said Orville.

So they set to work in 1900, figuring out the weight of a motor and propellers, and the size of a glider which would lift the weight of the motor in addition to the man.

In the fall of 1903 the brothers were at Kitty Hawk hard at work putting together the parts of a glider with a gasoline engine driving two large propellers, similar to those which drive a ship in the water. The cold weather was coming on, but the young men worked on through September, October, November and even into December, with no shelter but their barn and only an oil stove to warm them.

An Enterprising Day.

At last, Dec. 17, 1903, everything was ready for a try. The motor sparked, the propellers whizzed, the engine roared. Orville crawled into his place in the machine. Wilbur balanced it along the monorail. She was off. In the face of a wind blowing 25 miles an hour the machine crept forward. She rose gently from the ground; she skimmed along, free of all support, about 10 feet from the earth, and after covering between 800 and 900 feet came to earth.

Man had learned to fly.

That performance at Kitty Hawk was the first flight of man in a heavier-than-air machine.

The work of the Wrights since then has been devoted to finding ways to get better control over the planes.

Toronto, Oct. 9.—A jury in the assizes yesterday awarded Richard Ford $2,500 in an action against the Canadian Express Company for $5,000, for alleged malicious prosecution. The Express Company had Ford arrested for forgery and theft, but he was acquitted on both charges.

ON WITH THE PLAY

FRANCIS WILSON.

We can't forget Francis or his funny bowlegs, when he dresses up in knickerbockers and plays some comedy part. This year Mr. Wilson will be seen in "The Bachelor's Baby," under Frohman management. People will keep on coming to see him till he's 80, we have no doubt. And he's still Mr. Wilson—that's all.

Graphology Is Again Popular

A Fresh Lease of Life Taken by Science--Employers Influenced by the Handwriting of Applicants---Characteristics That Guide Experts---Writing in Affairs of the Heart.

New York, Oct. 10.—The study of graphology has taken a fresh lease of life lately in spite of the black eye dealt it by the typewriter. There are women of leisure in New York who are taking lessons in the art of reading charcter from handwriting and they find it fascinating. In business there are men and women too who without taking a lesson have developed a talent for finding correspondences between the handwriting and the character.

A man who employs several hundred men told a friend the other day that he had learned very well how to tell character from handwriting and that now when engaging help he was influenced a good deal by the applicant's style of writing. In that concern all applications for work must be made by letter and it is the writing more than the spelling, grammar or composition which the employer notices.

Amounts to Nothing.

An employer of a large force of boys, each of whom is required to give a specimen of his handwriting when applying for work, has found that as a rule the boy who writes a ladylike hand never amounts to anything as an artisan. Only when short of material will he engage such lads, for usually they turn out to be misfits.

The head of an equally large force of young men and women discovered long ago that individuality shows earlier in handwriting with boys than with girls and that the boy or girl who sticks to a copy book style usually lacks push.

Outside of business of the many persons who seek help from a graphologist perhaps 50 per cent are in love or contemplate matrimony. This at least is the experience of one man who since coming to this country two years ago has analyzed the handwriting of several thousand men and women, the men in the majority. This man is a Frenchman. He studied graphology in England for several years and crossed the ocean to practise it. He takes his work seriously. He declines to give extended readings offhand, preferring to study specimens of handwriting at his leasure and to submit his observations by mail. This may be only ordinary discretion, for in many cases his deductions are far from complimentary.

Not An Exact Science.

"No, I can't always tell whether a letter is written by a man or a woman, and when in doubt I leave the question of sex out of my analysis. Graphology is not, of course, an exact science. Samples of writing may appear almost identical perhaps to a novice, who proceeds to put down the writers as having exactly the same characteristics. An expert graphologist examining the same specimens will see indicative marks peculiar to each which prove that in many respects the characters represented differ a good deal. I was challenged once for giving two quite dissimilar readings in the case of two sisters whose writing to any but an expert was identical.

"The sisters themselves had not noticed what was plain enough to me, that the writing of one was a trifle heavier than that of the other and that one began her capital M and N with more of a hook than the other. There were other differences evident enough for me, but these will do for an example. In many cases very thin writing denotes an inability to acquire and to hold love. It is indicative often of a cold temperament, and the writing of one of the sisters was a case of this kind. In her case too the hook mentioned showed a tendency toward secretiveness absent from the other writing which in consequence pointed to a more lovable open temperament. For this reason the two women will probably have quite different experiences in life.

A Mistake.

"It would be a mistake though to say that thin writing always denotes an inability to win love or that a hook preceding certain capital letters always denotes secretiveness, for the handwriting may show other traits which being stronger will qualify those mentioned. For example, in making his anaylsis the grapholigist recognizes three groups of sixteen characteristics, each group indicating a certain percentage in the final count. The first group represents the lower instincts, the second group the moral, social and self-sacrificing traits; the third group deals with the ambitious and the intellectual, artistic and other endowments which help or hinder success.

"Jealousy, sensuousness, stubbornness, conceit, love of pleasure, stinginess and so on, are in group No. 1, each having a certain numerical value. My chart for instance gives jealousy 1, sensuousness 3, stubbornness 4, conceit 1, love of pleasure 2, stinginess 0.

"In group 2 are affection, sociability, benevolence, straightforwardness, salf-respect, courage, conscientionsness, etc. Group 3 includes intuition, ambition, reasoning power, adaptibility, diplomacy, quick wit, tenacity, each having a certain numerical value up to 5, which means very strong.

An Analysis.

"In making an anaylsis the percentage of each group is added separately and results compared and naturally a person who has not made a more or less exhaustive study of handwriting of all sorts will not find it easy to make deductions.

"It may be said in general that large handwriting especially in the case of dark haired persons, means strong feelings, but there is a certain sort of large handwriting which indicates a lack of mental ability. On the other hand small handwriting indicates often great mental activity, again a low grade of physical strength.

"The optimist is nearly always distinguished by a flowing handwriting somewhat uneven. The nervous temperament which expresses great activity of thought and high ambitions, is found to some extent in all angular handwriting and in small writings in which short strokes take the place of the loops and the first stroke of the capital M and N is higher than the second. Persons with strong characteristics of the nervous temperament combined, however, with great physical strength are apt to use a somewhat large and angular handwriting of uneven thickness.

"The physically active person of indifferent mental ability uses generally inclined handwriting, but all persons using inclined writing are not physically active."

KING EDWARD HAS TASK OF LIFE ON HANDS

London, Oct. 9.—The King thus far has been unsuccessful in his attempts to arrange a compromise in the budget controversy. His Majesty is still trying, however, to prevent a crisis, and today had another consultation with Mr. Asquith, the Premier, who prolonged his visit at Balmoral Castle.

As time passes the difficulties in avoiding a conflict between the Commons and the Lords increases, the strong party men of both sides being eager for the fight.

In the meantime the House of Lords is radically amending the Irish land bill. The Lords threw out the clauses providing for compulsory purchase, thus raising another issue between the two houses. The nationalists have already announced that they will insist upon restoring these clauses when the bill returns to the House of Commons.

CAPT. CODY HAS HARD LUCK WITH AEROPLANE

Aldershot, Oct. 10—Capt. F. S. Cody, the aeroplanist in the service of the British army, started on a flight to London at 28 minutes past seven o'clock yesterday morning. He had not made more than half a circle of the plain when he came down, and it was learned that the engine was flooded with oil, one of the taps having been left open all night long. Later after remedying this trouble, the captain made a second start but he soon descended and announced that as his engines were not working satisfactorily he had decided to abandon the attempt.

SUFFRAGETTES ARE AFTER KING NOW

London, Oct. 10.—A delegation of suffragettes has pursued Prime Minister Asquith to Balmoral, Scotland, where he was summoned lately by the King.

They are staying in the neighboring village and will not hestitate to invade the royal castle to persecute Mr. Asquith if the chance offers.

The precincts are being closely guarded by detectives and the King's servants.

Ottawa, Oct. 9.—A million dollar shipbuilding company is applying to Parliament for incorporation under the name of the Dominion Dry Dock and Shipbuilding Company. The head office is in Montreal. L. A. Connon, a Quebec attorney, signs the application.

MRS. PANKHURST GETS GREAT SEND OFF

London, Oct. 10.—There was a big suffragette demonstration at Albert Hall tonight to bid farewell to Mrs. Pankhurst on her departure for America, and to protest against the compulsory feeding of the arrested suffragettes who attempted to starve themselves at Birmingham.

In the course of the evening donations were invited to complete the proposed campaign fund of $250,000, which lacked $70,000. Within ten minutes $15,000 was raised.

A resolution was adopted warning the Government that continued repression would rouse women to a more determined rebellion.

GERMANY AND RUSSIA ARE AT PEACE AGAIN

St. Petersburg, Oct. 10.—The Foreign Office issued a statement today that the trouble at Harbin between Baumuller, the German Consul there, and the Russian authorities has been settled.

The Foreign Office says the brewery company had no claim on German protection, and the Consul has ordered the German flag hauled down from the brewery building, where it had been raised by order of Baumuller.

During the trouble over this affair it was alleged that the German Consul had thrashed a Russian official. Another Consul is to take charge of the Harbin office, and proceedings have been begun against German subjects who insulted the Russian offi-

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I am instructed by Mrs. Captain Chas. Babbitt to sell at her residence, No. 57 St. James Street, on Tuesday morning next, the 12th inst. at 10 o'clock, all her household furniture comprising Mahogany Inlaid Tables, Bureaus, Mahogany Arm and Other Chairs, Oak Cabinet, Bookcase, Student Chair, Parlor Chairs, etc., Tables, Brass and Onyx Tables, Couch, Divans, Very fine Steel Engravings, Easy Chair, Rockers, Parlor, Hall, Stair and other Carpets, Linoleums and Cloth Curtains, Blinds, Mahogany Plate Glass Swing Mirror, Wardrobe, Sideboard, Dining Table and Chairs, Dinner and Tea Sets, Crockery, Glass and Silver Ware, Walnut and Oak Bedroom Suite, Mattress, Springs, Bedding, Toilet Sets, Rockers, Lamps, Ornaments, Rugs, Ranges, Gas Stove, Kitchen Utensils and one very fine Refrigerator.
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LOST—A string of gold beads between Leinster street Baptist Church and 220 King street East. Finder will be rewarded by returning to Miss Nita Waterbury, 220 King street East.

Lost or Stolen—A Twisted Gold Chain Necklace, set with three pendants, each set with Carbuncles and Riveted Clusters of Diamonds. Any one giving information at this office leading to its recovery, will be suitably rewarded.

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