BORDEN SPEAKS AT WINNIPEG

Leader of Conservatives is Accorded a Respectful Hearing.

Winnipeg, June 19—The Borden meeting in the Walker theatre tonight was a success as to numbers and enthusiasm, and the attendance was not exclusively conservative, for the interruptions to Mr. Borden and his aides were numerous and spicy, mostly following references to Sir Wilfrid Laurier. The feeling of the crowd was good natured and the deference to the Conservative leader on the part of the entire audience was markedly respectful.

Hon. Robert Rogers presided, but Alex. Haggart, Winnipeg's member at Ottawa, introduced the speaker of the evening. Mr. Borden himself spoke for nearly two hours, and his speech will fill a page of the morning papers.

Tickets for special seats on the stage and in the boxes were issued to about seven hundred, but the main portion of the house was open to the general public. J. G. Bergeron followed Mr. Borden, and was the last speaker. Mr. Borden and party will be at Brandon tomorrow night.

Mr. Borden, who was given a very favorable reception, after referring to the beginnings of the Canadian Prairie west, went on as follows:

"Before discussing a subject of great public interest now under the consideraton of the parliament I desire to touch certain questions of paramount importance to the people of the West. Today in Canada six provinces enjoy the right to control and administer the public lands, mines, minerals and other natural resources within their boundaries. That right is not enjoyed by the three prairie provinces. The Liberal Conservative party since 1902 has firmly asserted and maintained the rights of these three provinces to their public domain. We stand for that right today and we will maintain it. The public lands and natural resources are vested in the crown to be administered for the benefit of the people. In six provinces the crown in dealing with the public domain acts upon the advice of the provincial ministers and under laws enacted by the provincial legislature.

In Western Provinces.

In the three prairie provinces the crown in dealing with such land acts upon the advice of the federal ministers and under laws enacted by the federal parliament. Why should there be any such discrimination against the people of these three provinces? The day is not far distant when Manitoba, Saskatchewan and Alberta will receive from a Liberal Conservative government at Ottawa the just recognition of their undoubted right to their public land and natural resources. The moderate and reasonable demands of this province for the extension of its boundaries have been met with evasion, procrastination and refusal at Ottawa. Sir Wilfrid Laurier and Mr. Fielding can hardly find time to take up a matter which seems to them so trifling and unimportant. Manitoba is entitled to the extension of her boundaries and upon just and reasonable terms. Mr. Roblin and his colleagues have taken a perfectly just and moderate position. They justly contend that the lands, minerals, timber, fisheries and other natural resources within the extended boundaries should be transferred to the province or that Manitoba should receive equality of treatment with the provinces of Alberta and Saskatchewan. I have upheld this contention with my voice and vote in parliament. I upheld and maintain it today and the Liberal Conservative party when returned to power will give to Manitoba this measure of justice so long and so unfairly denied.

Would Have Built H.B. Road.

The Liberal Conservative party has been committed to the construction of the Hudson's Bay railway since 1896 when Sir Chas. Tupper embodied it in his policy. If the Liberal Conservative government had been again returned to power in 1896 would have been built years ago and would now be in operation. It will be built by the next Liberal Conservative administration without one day's unnecessary delay. It will be operated by an independent commission in behalf of and in the interests of the people with full control of rates. The present government after trifling with this great work for fifteen years have finally placed an item of $2,000,000 in this year's estimates for commencement of construction. That would indicate completion in about twenty years. They intend to place the road under the control of a great corporation. We shall resolutely oppose any such step. We stand for the operation of the road by the government, through an independent commission.

Grading of Wheat.

Speaking on the proper grading of wheat, the preservation of the grades at the proper standard, the prevention of mixing and manipulation by which the producer is robbed is of vital mportance to Canada. Mr. Borden said: "Our country produces the best wheat in the world and our producers are entitled to the full benefit of the high quality of their products. I arrived at the conclusion that the desired result can only be attained by state control and operation of the terminal elevators. We propose to carry out that policy without delay if returned to power. Without doubt this will be a very important step but the evil is most serious and of long standing and no other remedy has found effective. In this way we believe that we can maintain just standards of grading, preserve the identity of the grain, prevent mixin and unjust shortages and secure for the farmer the fair value of his products.

We stand also for such aid and encouragement by the state as will place the chilled meat industry in this country upon a sound and healthy basis. By resolution moved during the present session, we have advanced this policy and we will carry it out if returned to power.

Refers to Premier's Visit.

Last year this great western country was honored by a visit from the Prime Minister of Canada and his escort. The prime minister came in a rather curious guise; he came as a free trader who had promised for many years before 1896, and especially in 1893 and 1894 to remove protection as soon as he achieved power. He came as a free trader who had maintained protection for fifteen years and who expected the people to believe he made progress towards his ideals. He spoke of himself as a free trader by conviction. I would rather describe him as a convicted free trader. Having been practically a dictator in this country for fifteen years he lamented his unfortunate inability to carry out his trade hobby, he pledged his word that no revision of the tariff would be undertaken until after a tariff commission had thoroughly investigated the whole subject Notwithstanding that pledge the government have without investigation or warning entered into a compact with the United States, which constitutes not only an important revision of the tariff but a reversal of Canada's fiscal policy for the past thirty years. I have said "without warning" Perhaps we should have taken grave warning from their frequent promises pledge that no such policy would be entered upon. In 1897 after he had failed to secure reciprocity, in 1901, at a banquet at Montreal, and on many occasions since, the prime minister pledged himself to three things, first, that reciprocity with the United States was no longer desirable and that no effort or concession would be made to secure it; second, that the surest and most effective way to maintain friendship with the United States is to be absolutely independent of them; third, that the true policy of Canada and the Canadian people should be to stimulate and guide our trade into British channels.

To all this his colleagues and followers said "amen." The policy which he and his government are now endeavouring to press through parliament and force upon the country before the people have an opportunity to pronounce thereon in an absolute negation of every pledge thus made.

At the Imperial conference in 1907 he used these words: "There was a time when he wanted reciprocity with the United States, but our offer and our efforts were put aside. We have said good-bye to that trade and we now put all our hopes upon the British trade." He now says good-bye to the British trade and to reciprocity within the Empire and puts all his hopes upon reciprocity with the United States. I believe in a policy which will preserve the fiscal autonomy of Canada and which will permit the production in this country of all useful articles that can be advantageously manufactured or produced by means of our natural resources having due regard not only to the interest of the consumer, but also to the welfare of our wage-earners for population. The labor necessary for the use and convenience of the people should, as far as possible, be performed in Canada and not in foreign countries, as more working men, and not those of other countries may find employment therein. The Liberal Conservative party, if returned to power, will establish a permanent tariff commission of able independent and representative men for the purpose of investigating and reporting upon all matters connected with the tariff. No tariff should be so framed as to assist or permit monopoly, exaction or opposition. Political pressure or party expediency should not be permitted either to guide or to impede those who are responsible for its provisions. In my opinion the tariff should, after a due investigation and ascertainment of facts, be based upon business principles which would appeal to common sense, reason and fairness.

Territorial Aspects.

Mr. Borden then entered into the territorial aspects of reciprocity, and continuing, said: There was no warning of any such treaty; there was no mandate; more than that, there was no cause. The material progress, the development and the prosperity of Canada have been notable and marvellous. Why then seek to change all this; why this desire to alter conditions under which the country has made this unexampled reversal of a policy pursued for some thirty years by both political parties? When we point to the picture painted in such glowing colors and soberly enquire whether it is not best to let well enough alone, and to avoid entering upon the unknown paths, what is the prime ministers answer. He retorts that 'Canada is not China, and that therefore we cannot let well enough alone.' The answer is but a quibble. We say "Let well enough alone," not because it is a standing still, but because material progress and development in Canada have been more rapid than in any other country in the world. We say "Let well enough alone," because that progress has been well founded and stable. Because it has proceeded along a sure and certain path. We say "let well enough alone," because our past prosperity will continue and increase if we proceed upon that sure and well-known path. We say "Let well enough alone," because the proposed diversion from that safe path of nation-building leads into a wilderness and labyrinth, full of dangers, and pitfalls. Let Sir Wilfrid Laurier remember that there may be progress which ends disastrous. The progress of the bird within range of the spider or the progress of the fly within the limits of the spider's web, is not a safe or desirable progress.

Quotes Scripture.

Scripture records the fate of a herd of swine, which became of certain devils, made violent progress down a steep place into the sea. There are those who believe that the progress now proposed may be due to a like inspiration. Then it is said that these proposals open up wider markets for Canadian products. Reciprocal trade preferences within the Empire would give us the advantage of trade with countries which require our products and which can offer us commodities that this country does not produce. But the proposals of the government are for reciprocal trade with a country which produces a surplus of nearly every commodity that we produce; a country which competes with us in the markets of the world, in animal, agricultural and food products. The United States has a vast area of arable land, still to be brought under cultivation. They can raise enough food products to support a population of four hundred millions at the lowest estimate. Reputable authorities place the number at from 500 to 1,000 millions. It is a country in which, according to the statistical information furnished by the United States board of tariff experts, prices of nearly all agricultural and food products are lower than in Canada.

It would have been impossible to select a more inopportune time for such proposals than that which the government chose. The democratic party had come into power and command a large majority in the United States house of representatives. The president is a republican and there is a small republican majority in the senate.

Reduction in Tariff

The Toronto Globe warned the government last autumn that the duties would be lowered by the United States on many articles without any concessions by Canada. Subsequent events confirmed the truth of that prophecy. On the 14th day of February last, Hon. Champ Clark, leader of the democratic party, announced an all round reduction in the tariff and this has been followed by a bill for that purpose which has been passed by the house of representatives and is now before the senate. If our government had been content to abide by the policy of the past thirty years, every supposed advantage of this treaty would have come to us without concession. Our objections to this agreement are deeply rooted and abiding. There is the question of our autonomy of our fiscal independence and of British connection.

United States Investigation.

Mr. Borden referred to the careful investigation made by the United States government before opening negotiations and went on to give reasons why his party was opposed to the agreement entering into varying phases of the question. He summed up as follows: "We are opposed to this agreement because its tendency is to disintegrate this dominion, to separate the provinces, to check intercourse and commerce between the provinces and between the east and the west. The Dominion of Canada was conceived in audacity. We undertake the creation of a nation out of scattered communities and uninhabited wildernesses, stretching for four thousand miles along the Northern frontier of a great and powerful and at the time, a none too friendly nation. This was the task of giants and they were giants who undertook it. We, who have since taken up the burden, will be recreant to our duty, and false to their memory if we suffer the stealthy hand of a Laurier or a Fielding to lay its blighting touch upon the deal which was conserved by the founders of this confederation. And so we firmly oppose this agreement because we believe that if it carried to its legal conclusion it will lead to commercial union and commercial union will inevitably end in political absorption.

Mr. Taft has repeatedly referred to this agreement as "commercial union." In its present form it is not absolute commercial union, but, as the president has observed, it means nothing less. No one questions the loyalty of the Canadian people; no one questions their devotion to Canada and to the empire. But the man is blind or foolish who cannot realize the meanings of these proposals. We stand for the immediate construction of the Hudson Bay railroad and for its operation under such control of the people, as will prevent monopoly or oppressive rates. But what of the Hudson Bay railroad, if this agreement is consumed and our grain is to seek American channels

The memories of the past forbid us to believe, and the time may not be far distant, when Canadians will have concession to remember an opportunity to resent and repudiate an attitude so unworthy of the races from which we have sprung.

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NATIONALIZATION OF THE ATLANTIC CABLE

Imperial Conference Deals With Question of Cable Rates—Motion for Nationalization Made by Australian Delegate—Sir Wilfrid Reserves Judgment.

London, June 15.—At today's session of the Imperial Conference, Sir Joseph Ward, premier of New Zealand, moved a resolution dealing with the urgency of a reduction of the cable rates throughout the Empire. Sir Joseph said that much had been done in this regard, but the cheapening process had not gone nearly far enough, the high cable rates were injurious from the public's point of view and restricted the use of cables to themselves. The feeling in the overseas countries was that the present rates were due to a ring or combination in the cable world who were holding up the rates. Hon. Herbert L. Samuel, the British postmaster general, said that the home government cordially sympathized with and supported the resolution. Since the last Imperial Conference the press rates between Australia and Great Britain had been reduced from one shilling to nine pence, but even this progress had been quite inadequate. The Government, Mr Samuel affirmed, was taking steps to bring about a cheapening of the rates as instanced in the reduction of 50 per cent. in the rates for cablegrams when ceded, which were liable to be held back for more important matters. In the second place, steps were also being taken towards the reduction of press rates directly. The Government intended providing that in all the new landing licenses a clause be inserted giving effective government control over the rates charged, with due security to the companies in question against the abuse of this power. Also, concluded the speaker, the spread of the wireless system must have some effect on the cheapening of the cable rates.

Combine Responsible.

Sir Wilfrid Laurier pointed out that all the trouble which existed at present was in connection with the Atlantic part of the cables. The impression almost amounted to a conviction in Canada that a combination existed to keep up the high standard of the rates regarding the old cables. It seemed to him, Sir Wilfrid continued, that the remedy suggested by Mr. Samuel was a sound one for dealing with that combination, if it existed. They in Canada were endeavoring to act on practically the same lines. Mr. Fisher asked whether it would befeasible to grant a low rate as far as the Pacific cable was concerned for news cables from Australia to Montreal, whence news might be posted. This would mean a great saving of time.

Senator Pearce of Australia, said the rates in the east had been brought down not by the voluntary actions of the cable companies, but by the threat of the government to lay a Pacific cable itself and by the fulfillment of that threat. He asked whether the Postmaster-General could give information with regard to the refusal of the treasury bench to sanction the construction of a new Pacific cable, which would mean an increased revenue to the Pacific Cable Board of 19,000 pounds between New Zealand and Australia. Was it because it would interfere with the wireless telgraphy plans of the government?

South Africa's Action.

Hon. D. P. De V Graaf, minister of public works of South Africa, pointed out that the union of South Africa had already subsidized the Eastern South Africa Company. In each year the company's revenue did not touch a certain figure. The government had named what sums they though should be established, and it had been carrying out this procedure for some time, and he would gladly support the resolution.

Premier Morris, of Newfoundland, argued that the rates were somewhat excessive and the matter was one in which Newfoundland was deeply interested and was quite prepared to support the resolution.

Mr. Samuel promised to represent the strong desire by Australia and New Zealand that the Pacific route should be authorised, and so far as the consent of the United Kingdom was concerned to proceed with the work to which Mr. Pearce referred.

Mr. Asquith promised to give further consideration to the matter and the resolution was then agreed to.

To Nationalize Cables.

Mr. Pearce then moved a resolution to the effect that the conference recommend the nationalization of the Atlantic cable, in order to cheapen and render more effective telegraphic communication between Great Britain, Canada, Australia, and New Zealand by acquiring complete control of all telegraphic lines along the all-red route. He said Australia believed that the only way to a beneficial result was the nationalization proposal of an oil-red telegraphic route. This involved the construction of a cable across the Atlantic and a land line across Canada. He outlined such a scheme the estimated cost of which would include 480,000 pounds orf a land line across Canada. Mayo ,Ireland, to Newfoundland, with connections to Nova Scotia; 120,000 pounds ofr a land line across Canada. He estimated the expense for working and maintenance of the cable at 21,500 pounds, and of the land line 32,500 pounds, against which were set certain existing expenses no longer incurred, amounting to 22,000 pounds, leaving a net annual expense of 32,000 pounds. It was further estimated that the board would have at once a revenue of 36,000 in addition to new business. He believed the scheme was perfectly feasible and would not likely require any financial assistance from the governments. At the present time the Pacific board carried press messages ten thousand miles on sea and land for three pence a word, while privately owned cable companies charged five pence for three thousand miles.

Sir Wilfrid Laurier stated that after the statement made by Postmaster-General Samuel on the previous resolution, he preferred to reserve his judgment on the present proposal.

Premier Ward, who had supported the resolution urging the extension of the cable route by the laying of a state-owned cable between England and Canada and that the powers of the Pacific board be extended to lay and control such a cable strongly held that nationalization of the cable lines was the right course to follow. If the empire could arrive at an arangement by which it took over the private companies on reasonable terms it would be one of the finest things ever done for the empire. In addition to being a good commercial transaction, if the cables were British-owned it ought to be possible to come to an understanding that if the companies were unwilling to sell their cables at the market value the government would put down cables of their own, even if it cost half a million pounds for the cable only and he believed a substantial result would be obtained. Regarding the proposed second cable by the Pacific cable board between Australia and New Zealand, its stoppage by the British treasury would be very regrettable. Sir Joseph said it was a matter of endless satisfaction to him that we had a state-owned system across the Pacific and we ought as a matter of business complete the state-owned system by carrying it across the Atlantic.

Hon. J. G. Findley, attorney general of New Zealand, said the position of Australia and New Zealand was an essentially different position to the states of the empire on this side. They had to rely on the cable for all the news of events in the heart of the empire and the proposals put forth he thought in every way were worthy of consideration.

Mr. De V. Graaf, South Afica, thought the conference ought to hesitate a litale before passing any resolution in order to see in what direction the wireless telegraph developed.

Premier Morris said the hopes held out by Mr. Samuel regarding the control of the rates promised to largely lessen the objections to the present privately-owned cables and remove some of the reasons in favor of nationalization. The matter, however, could not be regarded entirely from a commercial point of view.

Difficult to Get Business.

Mr. Samuel affirmed, furthermore, that there would be little possibility of attracting business for the state-owned cables in the United States and Canada because the land lines in those countries were in the hands of private companies, connected with the cable companies. According to estimate made it was calculated that such a cable would involve a total annual expenditure of fifty thousand pounds. This was an independent estimate by post office officials who pleaded that the probable expenditure would be somewhat high. The government interested could not be asked to undertake that additional loss on the ground of efficiency because the present service was worked with speed and accuracy. In view of the probability of a reduction in rates he suggested that the government would not at the present time be justified in undertaking a large capital expenditure at the risk of losing. He suggested a resolution as an alternative to those already submitted, that in the event of considerable reductions not being effected in the near future it was desirable that the laying of a state-owned cable between England and Canada should be considered by a subsidiary conference. At this proposal the original resolutions were withdrawn and the one suggested by the postmaster general unanimously agreed to.

AEROPLANE IN THE ANTARCTIC.

London, June 19—Australia is the latest aspirant for the honors of Antarctic discovery, and extensive preparations are being made for the expedition which Dr. Douglas Mawson will lead with the ship Aurora now sailing for London from Newfoundland. From Hobart, her last port of call, the Aurora will sail toward the Antarctic regions in November. Some of the best known British explorers will be among the force of the landing party which will muster twenty-five men. The most advanced feature of the equipment will be a Vicker's monoplane in charge of Lieut. Watkins, who has distinguished himself at the Brooklands aviation grounds on this type of machine.

"We hope the aeroplane will be very valuable to us," Dr. Mawson said in an interview. "An aeroplane can fly over an ice crevasse or a ridge as easily as over anything else, whereas a party on foot might have to search a long time to find a pass. There are plenty of flat snowfields for rising or alighting and an aeroplane can do a journey of 150 miles in three hours."

Two members of the Shackleton party have prominent position on the Australian explorer's staff. Capt. J. K. Davis, who commanded the Nimrod on Sir Ernest Shackleton's farthest south expedition, will have charge of the Aurora, will outfit her and select the crew. Dr. Wilde, who is a veteran of the Shackleton and Scott marches, also has an important post. Lieut Ninnis, of the Royal Fusiliers, is the expert on surveying and sledging. For ice work a Swiss, Dr. Merz, who won the ski jumping championship in 1908, goes along. Australians and New Zealanders complete the complement.

Money for the purchase of the ship was raised by English papers in a few days after an appeal to the public by Sir Ernest Shackleton. Lord Strathcona headed the list with $5,000, and a total of $60,000 was raised.

QUICK ACTION SAVES MANY.

Ohio River Captain Prevents Great Disaster.

Paducah, Ky., June 19.—Quick work on the part of Captain John L. Lowry, saved the lives of 65 persons early today, when the boat burned opposite Smithland, Ky., in the Ohio river. Crowded with fifty excursionists and the crew of fifteen the craft was slowly making it sway up the river in midstream when fire broke out near the engines.

Roused from their sleep the passengers crowded on to the decks in a near-panic, and only the coolness of the boat's crew averted a heavy loss of life. Several barrels of oil exploded but no one was hurt.

Seeing the fire about to consume the craft, Captain Lowry made for the Illinois side with all speed. By the time the nose of the steamer touched the shore the fire had gained great headway, but the passengers got off without injury. A roll call of passengers showed everyone present, and none injured. It had not been determined this morning whether any of the negro deck hands had been burned, but it is believed that they, too, escaped.

Canadian Militiamen Invited to Hague

Ottawa, Ont., June 19.—An invitation has been extended to officers of the Canadian militia to take part in uniform in a horse show to be held at The Hague, Holland, from July 2nd to 9th, 1912

British Collector Assassinated.

Trichinopoly, British India, June 18—Robert W. D. Ash, British collector for the martime district of Tinnevelli, was assassinated today by a Brahmin attorney, who then committed suicide. He was sitting in a car of a railroad train at Maniyachi, with is wife, when the Brahmin approached and without a word shot the collector dead. As he conducted the trial of the Tuticorin rioters last year his murder is attributed to revenge.

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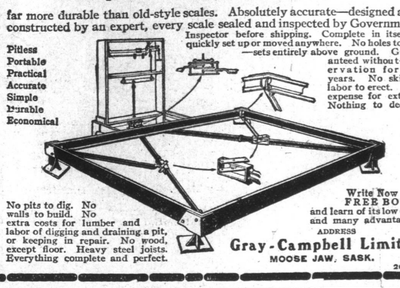

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ROBBERS HELD UP EXPRESS TRAIN

Board the Mail Car and Covering the Clerks With Their Revolvers Plunder the Sacks—Not Known How Much Booty Was Secured.

Drain, Or., June 18.—The Southern Limited on the Southern Pacific, which left Portland 6 p. m. yesterday, was held up and the mail car robbed by two highwaymen about midnight between Drain and Yoncall. The robbers entered the mail car and held up the clerks and then looted the car. They stopped the train at Yoncalla and made the escopt. Posses were searching for them west of Yoncalla and made their escape. Posses were still at large. Although the robbers brandished revolvers not a shot was fired.

The mail clerks found that they were helpless before the weapons of the highwaymen. One obber held them covered while the other ripped open the mail sacks and ransacked them of their contents.

It is not known how much booty was secured. As the train neared Yoncalla one highwayman pulled the the highwaymen. One robber held emergency signal and the train stopped. The robbers then leapt from the car and disappeared down the village street.

The conductor is positive that the outlaws boarded the train here, but whether they crawled onto the roof or swung onto the platform he does not know. The first intimation the mail clerks had of the attack was when the door of the car swung suddenly open and they found themselves faced by highwaymen. None attempted to resist as the intruders proceeded to the looting of the sacks. The conductor and engineer of the train had no inkling of any trouble until the signal to stop at Yoncalla was sounded and mail clerks raised the alarm.

Officers here and the mail clerk at Roseburg were notified and posses stated in pursuit of the robbers. The mail car was the only one disturbed by the robbers. Neither robber wore a mask.

Portland, Ore., June 18.—The "Shasta Limited" carried no more than the ordinary amount of mail matter, according to Graves, the assistant mail chief clerk here. There was no large sum of money of which highwaymen might have heard.

CAFETERIA RAIDED

Johnny Reid's Restaurant at Calgary is Invaded by Police, and Five Girls Placed Under Arrest.

Calgary, June 18—A raid was made upon the Cafeteria restaurant shortly after midnight this morning, and Mrs. John Reid was placed under arrest charged with being keeper of a disorderly house. Five girls were placed under arrest as inmates and eight men were arrested charged with being frequenters. All were taken to the police station.

Mrs. Reid was released on $50 bail, the inmates on $25 bail, and the frequenters on $8 bail.

The raid was made by Sergts. Nutt and Taylor, Constables Richardson, McDonald, Roach, Cameron, Campbell, Orr and Milne.

No liquor was found on the place.

Drinking Bout Ends in Death.

Winnipeg, June 20—Mrs. Mary Watson, aged 50, dropped dead of apoplexy in the Grand Union hotel, Main street, this afternoon. Her husband has been in the police cells since last week, when he could not pay the fine imposed for beating his wife The woman with Mrs. McDonald, a neighbor of the Cleland block, had been drinking. No inquest will be held.

TERRIBLE TOLL OF AERO RACE

Three Killed in First Stage of European Circuit Race

Paris, June 18—Fifty aeroplanists took wing early today from the aviation field at Vincennes on the first stage of the European circuit race, which calls for a flight to London and return with stops at various places going and returning. Two of the aviators almost at the start met tragic deaths and at least one other was seriously hurt.

The dead are Capt. Princetau, whose motor exploded in mid air, saturating him with gasoline and burning him to death; M. Lemartin, who dashed against a tree, the motor of his aeroplane crushing his head.

The injured are M. Gaubert, a lieutenant in the army who started in the race with a machine under the "Danger." He was found lying senseless near his machine in a wheat field four miles from Villars Ceterets. His injuries are grave; M. Bille, whose aeroplane struck the earth within a mile of the Atrat and was wrecked. Bille was injured, but not seriously. Three other birdmen fell, M. Lordion near Charleville; Oscar Morino, close to Gagny, and M. Morin at Chevron, within twenty-two miles of Leige, which is the end of the first stage of the race. None of these men was badly hurt.

Of the fifty aviators who started the race, thirty-eight were civilians and 12 officers assigned for military duty, hung up for the competitors are prizes to $94,000.

Dawn at Vincennes saw a crowd estimated at from 500,000 to 1,000,000 persons masse around the military exercise field to witness the start Six thousand soldiers and 4,000 police most of them mounted, were on hand to keep the field clear. A single gun fired at 5.45 o'clock signalled the commencement of the preliminary to the race. The Abbe Larbourg was just finishing the mass at an improvised altar in one of the aeroplane hangers for some of the aviators who desired spiritual blessing for the heroes of the day. M. Lemartin, who within an hour was dying, was one of those who knelt for the blessing.

GIRVIN APPEAL DISMISSED

Case in Which a Woman Was Convicted of Incendiarism at Lacombe Before the Full Court

Calgary, June 17.—The case of Mrs. Girvin, convicted of incendiarism before Mr. Justice Stuart holding court at Lacombe was appealed, and the argument heard before the present sitting of the court en banc. Judgment was given this morning. Chief Justice Harvey and Mr. Justice Simmons dismissing the appeal. Mr. Justice Beck and Mr. Justice Scott finding for the appeal. The appeal was consequently dismissed.

Young Mexican Executed.

San Quentin, Cal., June 19.—Juan Magana, a Mexican, twenty-four years of age, was executed in the state prison here today for the murder of James B. Lamkin at Porterville, Cal., on February 18th of this year. He went to the gallows calmly and said nothing from the scaffold, but in the death chamber this morning he asked that the manner of his death be kept from his parents, who are in the City of Mexico.

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