

SON

Store is for Men

Boys (Floor.)

Examples and prices Thursday:

Summer vests in tropical homespun; Reg. prices average price day's price...

9.95

Russian Suits, a hard-wear to 7 years...

3.50

Suits, Russian with bloomer years... 1.00

Suits, Galabarow blue to 6 years... 1.50

ing Shirts, grey, all sizes, Friday... .39

Night Robes, sizes, 17 to 20, Reg. \$2.50, each, .39

ing Shirts, red tan, collar to 14 years... 55c. Thurs- .37

Hats, sail, Reg. \$2.50, .69

Reg. \$4.50, .89

things at prices (Floor.)

atchers, ad- vanced, Reg. \$1.79

es, with betonne, cas- long, 18 in. Reg. \$6.50, .498

Wool Car- to 95c per lined and .67

Reg. 85c. Thurs- ned... .69

W

SPADINA ROAD LOT

100.00 per foot, 100 x 180, choice out- look over well wooded grounds.

H. H. WILLIAMS & CO., 25 King St. East.

PROBS: Moderate winds, fair and cooler.

HAMILTON TO TORONTO BY AIR LINE AVIATORS FINISH FORTY MILE RACE

First City to City Flight in Canada Safely Carried Out by McCurdy and Willard Despite Adverse Weather - McCurdy Landed on Island and Willard on Exhibition Grounds.

CANADIAN TRAVELED 50 MILES IN 35 MINS.

First Inter-City Aeroplane Race in America From Hamilton to Toronto Yesterday

Contestants: J. A. D. McCurdy and Charles S. Willard. Start: Hamilton Aviation Park; Willard at 8 p.m.; McCurdy at 8:15 p.m. Finish: McCurdy, Fisherman's Island at foot of Cherry-st. bridge at 6:49 p.m.; Willard, exhibition grounds, at 6:45 p.m. Time in air: McCurdy, 35 minutes; Willard, 45 minutes. Distance flown: McCurdy, 50 miles; Willard, 40 miles.

Toronto saw the successful finish of the first city to city aeroplane race that has ever been held on the American continent. Last night, when J. A. McCurdy completed a flight of 50 miles, landing at the foot of the Cherry-street bridge on Fisherman's Island, 32 minutes after leaving the Hamilton aviation field, four miles west of that city and Charles Willard, Mr. McCurdy's partner in the McCurdy-Willard Aeroplane Co., landed safely in Exhibition Park at 6:45 o'clock, having left the Hamilton field 15 minutes in advance of Mr. McCurdy.

The flight was given by these aviators purely in the interests of the sport and science of aviation, and each flew in a machine of his own construction. The men had intended landing at Donlands, where the big meet opens this evening, but when they approached Toronto flying over the lake, they saw that it would be impossible to cross the city, as nothing could be seen thru the dense clouds of fog and haze which hung over it like a pall.

The aviators had vastly different experiences on their trip. McCurdy flew at an altitude of 3000 feet for almost the entire distance and found ideal wind and atmospheric conditions. Willard, in his heavier machine, flew much lower and passed thru continual gusts of wind and pockets of air. His altitude for the flight was between 100 and 600 feet.

Public Interest Great. All day long the city buzzed with discussion of the proposed flight and the brisk wind which prevailed thru the day led many to doubt that it would be made. Early in the day The World was able to announce that the men would leave Hamilton about 6 o'clock in the evening as was the case. It being announced that the men would approach the city over the lake, great crowds gathered on the island and along the waterfront.

About 300 people motored out to Donlands, the proposed finish of the flight. There Mrs. Willard awaited her husband's arrival with admirable fortitude. The first intimation to these crowds was by a phone message, announced by Thos. P. Jackson, manager of the company, who heard from Mr. Willard immediately upon his landing at the exhibition grounds, telling of his safety and of McCurdy's passing him a few minutes after his landing. McCurdy was then flying 1000 feet in the air.

Willard Gets Ten Minutes Start. Upon his arrival McCurdy was overjoyed at his success and that of his partner. He told of his wonderful trip. "When we left Hamilton," he said, "Continued on Page 7, Column 4."

Novice Aviator Comes to Grief

J. J. Jackson Wrecks Bleriot Monoplane After Successful Flight - Escapes Without Injury.

While making his initial flight in his Bleriot monoplane on the aviation field at Donlands last night, J. J. Jackson, the plucky Toronto amateur aviator, came to grief. His machine was badly smashed—one wing, the propeller and part of the frame being broken—Jackson himself escaped uninjured. Jackson has been working on his machine for the last two weeks at Donlands, and it was only yesterday that he received his propeller from New York, which was the last thing necessary to make the machine ready for flight. It had been Mr. Jackson's intention to have Richter, the German aviator, who was injured at Hanlan's point, give him some preliminary flights, but as Richter's condition prevented him from being present when Mr. Jackson was ready to fly, the aviator pluckily decided to make an attempt himself, altho he had never been in the air, and his knowledge of aeroplaneing was purely theoretical.

Made Good Attempt. Mr. Jackson made his first attempt at about 6:30. He did not rise from the ground on the first trial, discovering after he had run for a few yards that the springs which control the direction of the front wheels were not working properly. This was rectified, and the second flight was made. It was most successful considering Mr. Jackson's lack of experience. He rose from the ground to an altitude of 25 or 30 feet, and at this height flew for two or three hundred yards before landing, which he did with ease.

Altho still dissatisfied with the working of his front wheels, Mr. Jackson decided on a third attempt, and on that for the first time he would "open up his engine." The machine got away very well and after running a short distance on the ground rose gracefully in the air. Mr. Jackson flew almost a complete circle of the aviation field at an altitude of about 20 feet. Just as he was completing his circle he discovered that his engine was overheating and he attempted to land, it was at doing this that the accident occurred.

Machine Badly Smashed. The front wheels once more were the cause of the trouble. On touching the ground they suddenly buckled sideways, at right angles to the course of the machine, throwing the aeroplane over on its right wing and forcing Mr. Jackson from his seat down underneath the gasoline tank, smashing the propeller and generally wrenching and breaking the frame. The spectators quickly reached the damaged aeroplane and found Mr. Jackson had escaped absolutely without injury.

The accident must be attributed more to bad luck than anything else, as Mr. Jackson showed wonderful skill, nerve and courage in making the two previous flights. The aeroplane will be repaired as quickly as possible and Mr. Jackson is eager to get into the flying game again. It is not likely, however, that the machine will be ready in time to have the ground during the present meet. The experiment was one of thrills for the few spectators, among whom was Mrs. Jackson.

UNSEASONABLE PRICES.

This is just between seasons in the hat business. It is the end of the summer season, but too early for the United States. So prices are adjusted to conditions, and altho August and September will be "straw hat months," and "light hat months," still Dineen's prices for reasonable hats anticipate the immediate appearance of the fall. That is why we call our prices "unseasonable." Dineen's, corner Yonge and Temperance-streets.

To-day's Aviation Meet

Neither Mr. McCurdy nor Mr. Willard could say last night whether they would fly their machines to Donlands to-day or have them carried there. Both seemed inclined to take the latter course, so that there should be no chance of any mishap marred the opening day of the meet. Aviator A. Hubbard has also arrived in the city from New York with his Bleriot monoplane, which will be assembled to-day, and E. Dougherty, the old School of Science boy, is here. The meet opens at 6:30 and special C.P.R. trains leave North Toronto at 6:10 p.m. To-day the Queen's Own Band will furnish the music and there is every prospect for a big crowd. Many will motor the seven miles to the field.



CHARLES F. WILLARD Best known by his exploit of flying across the Rockies.

Convention Dates In Local Ridings

Centre Toronto Will Make Its Choice on August 16—East Toronto on August 24 is Last.

At a largely attended meeting of the Liberal-Conservative Association last night, and at which practically every member was present, the dates were decided for the Toronto nominating conventions. Mayor Geary occupied the chair.

NO BOOM IN VANCOUVER.

Bro. Glover, manager of the street railway of Vancouver, B.C., as in the city, and speaking to The World yesterday, said that all stories of distress in British Columbia and in Vancouver are untrue.



J. A. D. McCURDY Noted Canadian aviator.

WAS MURDER PREMEDITATED?

Stories Told of Threats Made to Wipe Out Brown Family, the Old Man First.

CHATHAM, Aug. 2.—There may have been a deeper motive than that of mere anger when the negro porter, Charles Hurst, beat Thomas Brown, to death with a blunt instrument on Colborne-street last night. So far none of the eye-witnesses state that they saw any provocation for the brutal assault.

Stories are told of the Brown family having been informed that threats were made that the whole family would be wiped out and that the old man would go first. Mrs. W. J. Strong, daughter of the dead man, said that she did not believe that anger was the motive of the crime.

Canadian Cattle For Switzerland

BERNE, Aug. 2.—Switzerland has inaugurated a new system for the importation of Canadian cattle for slaughter. The first batch of 200 heaves arrived to-day by way of France.

CALL GOES FORTH TO BRITONS TO HURL BACK RECIPROCITY

Resolution Passed at Meeting of Canada British Association Denounces Attempt to Secure Commercial Union With United States—Liberals Join in Condemnation—Movement Is of National Scope.

The first public organization meeting of the Canada British Association was held in the King Edward Hotel last night and a resolution denouncing reciprocity as being disloyal to the empire and to British connection was unanimously passed, altho there were several in the gathering of one hundred or more who were at one time at least decided Liberals.

The association was founded about four months ago and is making great progress in its efforts to promote a sense of Canadian nationality, especially among those of British origin, and its desire to overthrow the pre-eminence of inter-British trade, the duty of Canada is to continue developing her resources; and strengthening the national and imperial aspirations of her people in her own way, so that, regarding her own interests as paramount, she may attain a position of unique dignity and power among the nations of the empire and in the English-speaking world.

"We would, therefore, earnestly urge our compatriots thruout Canada to join in defeating the agreement which is preferred by the United States, and to this end would invite requests to the secretary for literature and offers of co-operation in holding meetings and running branches of one association, where the British-British gather together."

Among others the Rev. J. L. Robins of Brockville, Dr. Kinnear of Hamilton, M.P., and Edmund Bristol, each of whom spoke briefly, but emphasizing the necessity for Canadians coming to a proper and full appreciation of the disloyalty and ingratitude to the mother country that would be expressed by the passing of the reciprocity agreement, these features being important as well as its economic details. Dr. Evans brought up the significant fact that Canada's position being constantly menaced by a line of American forts and gunboats.

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IMPERIALISM BOUBASSA'S BUGBEAR

Nationalist Sets Aside Reciprocity as Minor Issue, Altho His Party Opposes It, and Calls Upon His Following to Score Sir Wilfrid's Naval Policy.

MONTREAL, Aug. 2.—(Special.)—A strong feature of the present Quebec campaign on the opposition side is in the fact that every French-Conservative or Nationalist in the field is against reciprocity with the United States, and Nantel of Terrebonne is keeping up the anti-reciprocity campaign in his section with vigor, while others are doing the same. Rodolphe Forget is a strong anti-reciprocity man, and announced to-day after his return from the lower St. Lawrence that he was going to stand for both Montmorency and his old constituency of Charlevoix, saying that if Sir Wilfrid Laurier comes against him he will be much the better.

It is announced to-day that Thomas Chasch-Casgrain, who will arrive from Europe on Friday, will accept the opposition candidature in Nicolet. Mr. Casgrain was at one time an attorney for Montmorency, where he was defeated by the cry that he was too English and that his mentality was not French-Canadian. Other strong men are lining up for the fray, and M. J. Teller, leader of the opposition in the legislature, declares that he will be responsible for an opposition gain in Joliette.

Expect Twenty-Four.

The opposition claim that twenty-four seats are absolutely safe for their cause, and that there are others where the chances of victory are excellent. Mr. Forget says it was the commercial union that predicted the advent to power of Whitney in Ontario and the fall of Merler in this province, and he declares that they all report a very marked turn-over in Quebec to-day, this applying to the three districts of Montreal, Three Rivers and Quebec.

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More About Sheep

The World's market reports of the prices of sheep and lambs are admitted as correct. The main point of The Globe's article of July 29th is at the beginning—"Enemies of reciprocity and of the larger market for the Canadian farmer are seizing on a chance occurrence of a day or two ago, when a few sheep from the United States were sold on the Toronto market."

The World clearly and boldly asserts there was no chance occurrence; it was business. There must be a cause for the present lower prices in the United States than in the Canadian market. The Canadian farmer knows that only Canada and the United States are permitted to land on the British markets live cattle and sheep; it will be a revelation to many of our farmers to know that in the first six months of last year not one living sheep or lamb landed at a British port. The imports for the first six months of this year are now available, and the number of sheep is 41,972. The bulk of these, if not all, were bred and fed in the United States. The enormous amount of 3,059,718 cwt. of frozen mutton came to the consumers, an increase of 12 per cent. over 1910. Even the patient Irishman is feeling the effect of the flood of mutton chiefly from Australasia, the number of sheep crossing the Irish Channel falling from 213,042 in the first half of 1910 to 191,515 in 1911. Begorrah! the Irishman does not say it is "a chance occurrence of a day or two." He has had a six months' trial.

One of the largest interested and well-informed sheep men of Montana was in charge of some carloads of sheep at the Union Stock Yards, Chicago, and he stated that the outlook from that and adjoining states was a large and increasing number of better bred and better fed sheep and lambs. "The former ranges are now occupied by frugal settlers, who are raising far more sheep to the square mile," he said. This was not uttered on a platform, but in a business office. Many of the American farmers in the northwest States do not intend competing in feeding cattle against those occupying the corn-belt states. They will continue to more and more depend the sheep and lamb trade.

The pertinent question that every enterprising Canadian farmer ought to answer is: "Can I properly run my business apart from raising and feeding sheep?" The World can furnish further reasons for the furtherance of the sheep industry when necessary. Under the prevailing conditions and the prospective outlook, it is imperatively needful to "hold what we have," and not to lose sight of the fact that ever since the National Policy, was put into practice, slowly but surely there has been an increasing home market. The opening up of our vast mineral resources will richly benefit our live stock interests. Just here the question may be asked: "Who need more protection than the farmers, who are toiling upon comparatively poor farms?" They nearly all raise sheep and lambs, and a loss to them of from one to two dollars per head is a serious blow. There are few large sheep farmers in the Dominion, the great proportion of our sheep and lambs being raised by struggling settlers or on broken land—the very people who need encouragement.

The Argentine has wrested from the United States the proud position of beef provider for Great Britain. She has in the past two years fallen behind in the frozen mutton supply. Australasia is supreme, and likely to be. If Canada is in need of mutton from outside, which The World does not admit, why not go to the fountain head, namely, our sister, Australia? An old proverb is brought to mind: "A bird in the hand is worth two in the bush."

The number of sheep sold at the Union Stock Yards, Chicago, from Jan. 1 to July 28 reached the large amount of 2,565,000, an increase of 556,278 over the corresponding time of last year. It must be noted that in July there was a decrease of 67,247 brought about on account of the low prices at western markets. Consequently the Americans are compelled to seek "a wider market." And they're finding it in Ontario.

Pulling "the Wool" Over The Farmers' Eyes

(From The Toronto Star, Aug. 2.) We hope The World will not discount its interesting articles on sheep until it disposes of some of the questions suggested by The Star yesterday.

The figures quoted yesterday show that for the eleven years, 1900 to 1910, Canadian farmers exported \$9,887,782 worth of sheep and lambs to the United States. These paid duty of \$1.25 a head, and even then yielded more to the Canadian farmer than he could have secured in the home market—also they would not have been exported. In the same period Canada imported from the States \$1,081,714 worth of sheep, at periods when for special reasons there was a demand for the American article.

In other words, having regard to population, Canada's exports of sheep to the United States as compared to the United States exports to Canada are as 50 to 1 for the period mentioned.

And yet The World suggests, not merely suggests, but flamboyantly wants to the Canadian farmer that it will not benefit him to get that \$1.25 per head duty off the sheep that he wants to sell in Buffalo or Chicago. No wonder the front page of The World to-day resumes the even tenor of its way and makes no mention of sheep.

There never was a more apt example than The World's of trying "to pull the wool" over the farmer's eyes.

THE AMERICAN INVASION



ANOTHER VIEW OF YANKEE SHEEP AT THE TORONTO STOCK YARDS. THEY FORCED DOWN THE PRICE TO OUR FARMER 25 CENTS A CWT.

including the dainty girl's last, 2.49