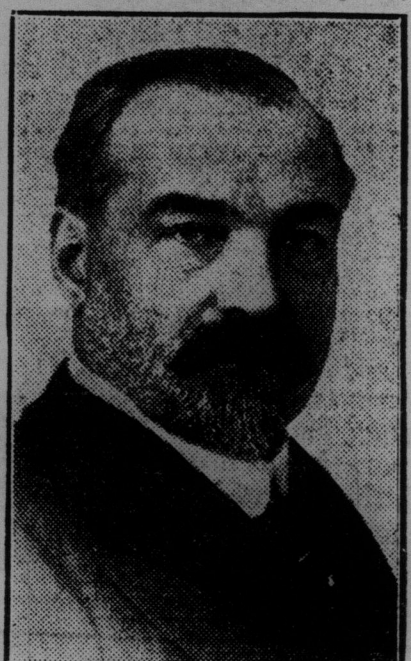


Transatlantic Liners Held Up by Shipping Strike

ENGLAND IS NOT YET THINKING IMPERIALLY

(Sir Donald Mann Home From Big Show) Vice-president of C. N. R. Says Clearer View of Meaning of Empire is Held by Overseas Dominions—The Coronation Honors.

Sir Donald Mann was back in Toronto Saturday morning from London, where he had attended the coronation service. Major Feuchon also returned to town by the same steamer. They left London on Saturday a week ago.



SIR DONALD MANN.

Mackenzie and Mann Get Money in England For C.N.R. Extensions

Will Rush Forward Work on Ottawa-Toronto Line and Extend it to Hamilton.

Speaking on railway matters to The Sunday World Sir Donald Mann said: "Sir William Mackenzie and I were busy with them while we were together in London. We have arranged for money sufficient to complete our line from Ottawa to Toronto, and to extend it to Hamilton. We will rush that forward. We will also push ahead with the filling in of the big gap around Lake Superior."

"Sir William Mackenzie will be back in Toronto next week. Lady Mackenzie is coming back with him. We will go on with our undertakings in their several directions with renewed energy and resources."

"As for the crops in the west they are likely to be good and the yield large. All the roads will be taxed to handle the grain output."

RISE IN ERIC RY. DUE TO C.P. BUYING

If Not Merger, Then Big Roads Are Going Into Working Arrangement to Exclusion of Hill Interests and to Meet G. T. Competition.

NEW YORK, July 1.—Notwithstanding the sharp rise of Erie Railroad stock, which yesterday made a high record for the year, there was no record for today of a report that a controlling interest in the Erie had passed to the Canadian Pacific.

DISAPPOINTED OVER HONORS

Canadians Must Wait a While for Expected Promotions—Scheme for All-Red Route.

LONDON, June 26.—There is a lot of disappointment among Canadians over the coronation honors. Sir Henry Pellatt expected a baronetcy. Messrs. Edouard and Postmaster-General Leveson (who is in Canada) have to wait some time longer. Canadian Pacific and William White's senior in the C.P.R. have across the continent when they were Prince and Princess of Wales. Senator Belmont of Ottawa has a scheme for an all-red steamship service around the world and it is said that both the Canadian Pacific and Sir William Mackenzie are anxious to take a hand in it. Sir Wilfrid Laurier and Prime Minister Asquith are credited with having a hand in a frame-up in this respect that may first be announced in Canada on Sir Wilfrid's return.

THREE NATIONS IN AVIATION CONTEST

Great Britain, France and the United States Represented in Competition for International Aviation Cup—Course Covers Ninety Miles.

EAST CHURCH, Eng., July 1.—Three nations—Great Britain, France and the United States—were represented in to-day's competition for the International Aviation Cup. The contest is on the Royal Aero Club's grounds on the Isle of Sheppey, a course not liked by the continental competitors, who regard the ditches intersecting as dangerous. One hundred members of the Royal Engineers of Chatham paraded the ground. The event required twenty-five trips around a circular course, making a total distance of 92.2 miles.

France sent two airmen, Edouard Nieuport and M. Chevaller; the United States one, Charles T. Weymann, while Great Britain entered three, Alec Ogilvie, Gustav Hamel and D. Graham-Gilmore.

Graham-White pleaded an excess of engagements as an excuse for not defending his title. Hamel was the first to get away in the race for the international cup. He started in a strong and gusty wind and quickly came to grief. Hamel did not complete the first lap of the 25 circuits when the machine pitched violently and the aviator was thrown out. The airman was not hurt. Hamel fell fifty feet and when he recovered from the jolt rose to his feet and was walking away as an ambulance corps hurried to the scene.

As the members of the jockey club grounds, whose residence adjoins the grand stand, retired at two o'clock this morning and at that time there was no sign of fire. About half an hour later he was awakened by the barking of his dog and the crackling of flames. Rushing out of his house he beheld the mid-section of the stand in flames. He immediately attempted to notify the fire department, but could get no response from the telephone operator for some time. As soon as telephone communication was established the Sandford-avenue fire brigade responded to the alarm, and reached the scene in a few minutes. Secretary Loudon was also notified and lost no time in getting out.

TOT GROUND TO DEATH BY WHEELS OF TRAIN

Child Lost Her Footing, Fell Across the Track and Was Instantly Killed.

HAMILTON, July 1.—(Special.)—Sadie Faenberg, the 2-year-old daughter of Jewish immigrants, was instantly killed at the Stuart-street station of the G.T.R. here about 9 o'clock this morning. The parents, with the little girl and another child, were on their way from Newark, N.J., to Winnipeg, where they were to make their future home. The family were changing cars, and while boarding the Toronto train, just as the engine was being connected, the child lost her footing and fell from the steps underneath the wheels, where she was ground to death before she could be rescued.

WATER MAIN BURSTS ON DON BRIDGE, QUEEN-ST.

Temporary Connection Breaks on Structure, Deluging Passing Cars With Impromptu Bath.

The city suddenly instituted free shower baths at the Queen-street bridge across the Don yesterday. Not many cared to avail themselves of the gratuitous bathing, but a few were forced to be wet. Since the construction of the new bridge at this point the city water main has been stretched across the old bridge, and about 12.30 Saturday afternoon this was pulled out at one of the joints, throwing a stream equal to that of about three fire hose south across the tracks. Street car traffic was tied up until about 1.30, when men from the water-works emergency repair station in Lombard-street succeeded in shutting off the flow. Up till that time only a few street cars had run the gauntlet, and all but one of these were closed cars. The stream struck these well up and when the ventilators at the top of the car were forgotten the water poured through them and drenched a deal of millinery.

The Next High Commissioner

MONTREAL, July 1.—(Special.)—Who is to succeed Lord Strathcona? Sir Montague Allan would like to. But it is more likely to be a public man. Sir William Mackenzie of Toronto might take it if offered to him. It would suit his fortune and his family at the same time. Sir Wilfrid Laurier is mentioned for it after the election, but his nearest followers scout the idea. Sir Frederick Borden is talked of. So is Sir William Whyte of the C. P. R. Sir Edward Clouston of the Bank of Montreal has too good a thing where he is to desire a change. Those closely in touch with the situation here, however, adhere to the opinion, expressed in The World on June 19, that Sir Daniel McMillan, lieutenant-governor of Manitoba, will secure the post.

Hamilton Race Track Grand Stand Burned Loss is \$125,000

Structure, Including Recently Built Addition, Costing \$50,000, in Early Morning Blaze.

HAMILTON, July 1.—(Special.)—The \$125,000 grand stand of the Hamilton Jockey Club, along with the judge's stand and railway platform, was destroyed by fire early this morning. The cause of the fire is unknown, but incendiarism is suspected. P. Maloney, superintendent of the jockey club grounds, whose residence adjoins the grand stand, retired at two o'clock this morning and at that time there was no sign of fire. About half an hour later he was awakened by the barking of his dog and the crackling of flames. Rushing out of his house he beheld the mid-section of the stand in flames. He immediately attempted to notify the fire department, but could get no response from the telephone operator for some time. As soon as telephone communication was established the Sandford-avenue fire brigade responded to the alarm, and reached the scene in a few minutes. Secretary Loudon was also notified and lost no time in getting out.

A part of the grand stand had been built for about twenty years and a big addition had been put on to it at its site at an expense of about \$50,000. The iron frame of this addition is all that remains. It is thought that the insurance will cover the loss. A meeting of the directors of the jockey club will be held on Monday, and it is expected that steps will be taken at once towards replacing the grand stand.

GENERAL SHIPPING STRIKE MAY INVOLVE 100,000 MEN

A Complete Tie-Up of Freight and Passenger Traffic Appears Imminent—Several Transatlantic Liners Have to Steal Away From Dock Under Cover of Darkness.

LONDON, July 1.—To-day's reports from a majority of British seaports emphasized the growing gravity of the situation created by the strike in the shipping trade. Unless a settlement is effected by Monday all indications point to a general strike by the members of the transport workers' federation in sympathy with their seafaring comrades. As the members of the unions composing the Transport Workers' Federation is upwards of 100,000, declaration of their part to join the ranks of the strikers would mean one of the greatest industrial conflicts in which the workers of the United Kingdom ever had been involved. The great difficulty in arranging terms appears to be due to the fact that on neither side is there a central organization with power to enforce any agreements that may be reached by the negotiators.

Hunger Threatens Strikers.

HULL, Eng., July 1.—Hunger is seriously aggravating the strike situation and the piteous appeals of women and children for food would have precipitated before now, something akin to anarchy, but for the masses of police that have been sent here from London and other cities. Flour is so scarce that the price has jumped beyond the reach of the poor. All flour mills are closed and efforts are being made to obtain supplies from the outside, police protection being promised those who bring in food. Strikers thronged the streets early. A fire in a grocery warehouse near the docks was attributed at first to the strikers, but it appears that the blaze had no connection with the shipping dispute. Twenty-six grain steamers are due within the next few days with 108,000 tons of cargo, but there is no means of discharging it. The railway and dock traffic is paralyzed.

ENGAGEMENT OF SIR LOMER GOUIN.

MONTREAL, July 1.—(Special.)—The engagement is announced of Sir Lomer Gouin, prime minister of Quebec, to Miss Alice Ames, eldest daughter of Mrs. L. H. Ames, King-street, this city. The bride-elect is now in Paris, while Sir Lomer is located in Quebec to-day.

AVIATOR ATWOOD MAKES RECORD CROSS-CITY FLIGHT

Flies Low Down on Skyscraper Roofs Daring Perils of the Baffling Cross-currents From Canyons Between Lofty Building Walls and Twice Encircles Singer Tower.

NEW YORK, July 1.—The most spectacular flight in the history of American aviation was ended at Governor's Island this morning by Harry N. Atwood, with a wonderful circle about the Singer tower, almost grazing the roofs of the crazy skyscrapers below. Nothing so daring has ever been attempted by any aviator before. In France the Eiffel Tower has been circled, but the baffling cross currents from the criss-cross of canyons and cliffs formed by the high buildings of lower Gotham had hitherto daunted all aviators.

Atwood rose from New London at 5 minutes past seven this morning with the intention of flying down the Connecticut shore and crossing Long Island Sound to the aviation field at Mineola. When he got into the air he found his motor humming so steadily that his air currents so favorable to crossing the Sound he turned inland off Mount Vernon, lowered like a falcon to reconnoitre and headed for Hell Gate, and the mouth of the East River. Below him lay an uninterrupted stretch of roof tops, to touch anyone of which would mean instant destruction. Before him stretched the narrow and tortuous course of the river crowded with traffic and spanned by four lofty steel bridges.

As if playing with his perils Atwood crossed the river to Long Island City, near the Williamsburg Bridge, turned back to Manhattan Island, crossing the river a second time, flew over the city proper at no great altitude to the lower end of the island, volved the Singer tower, deflected his course past the Trinity Church and eastward south of the Liberty Tower and the new Bankers' Trust Building to Wall-street, and hovered in smooth spirals for a moment over the amazed curb brokers in Broad-street below.

The demonstration was as complete as it lay in the power of human achievement to make it. Hitherto it has been a principle strictly held by all aviators that the air currents near a dangerous spot to cross, the higher one could rise the safer. It had been calculated that for every foot of drop, a properly executed, volée would carry the aeroplane forward three feet. Thus to glide safely out of danger to a proper landing place it was only necessary to rise higher. But Atwood, disregarding all the rules of prudence and expedience, made his turn of the Singer tower at a height of 120 feet from the street, and made more than eighty feet below the pinnacle of the tower, and barely above the jagged gothic roof of the City Investment Building directly below and beside the tower.

Atwood's flight to-day is really a continuation of his flights yesterday from Squantum Field, Easton, New London, where he out-fancy figures above the whirling Harvard shell as it drove to the finish line in the eight-oared variety race. His distance there was 185 miles, covered in 2 hours and 10 minutes; best previous record was 106 miles, with a passenger.

Atwood carried his mechanism for a occupation yesterday and repeated the feat to-day. His distance this morning, estimated from the map, is 122 miles, and his time was 3 hours and 20 minutes.

BELIEVE STRIKE ENDED.

LIVERPOOL, July 1.—The seamen's strike situation took a favorable turn this evening when several lines agreed to recognize the dockers' union, and later meet in conference with the men to arrange a permanent agreement concerning all matters in dispute. The crews are returning to the liners to-night in anticipation of a settlement with the dockers, which, the strike leaders believe, will be arranged before Monday.

A WORTHY EXAMPLE.

Archbishop O'Connor, who now lies dead in this city, had the rare virtue of knowing when to lay down the cares of high office and seek retirement. So many men in the position of chief executive of big institutions or organizations, and whose care of retirement is left to themselves or to necessity, hate to give it up. They'd sooner work on, even with diminished powers. This is neither fair to themselves, their friends, nor those under them.

German Prince for Patricia

LONDON, July 1.—The Duke and Duchess of Connaught, accompanied by the Princess Patricia, are going to pay a visit to the German Emperor in August. It is believed that the visit will be marked by the announcement of the princess's engagement to a well-known and popular prince belonging to one of the German states.

Expecting Too Much. Sunday School teacher. "What! Don't you want to go to heaven when you die?" "Little Emma—Well, you see, our family couldn't think of living in one place the whole year around—Puck."

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