

**DeLESSEPS AND JOHNSTON** EXHIBIT RIVAL MACHINES

"It is highly probable that the crea-

tion itself was not brought off on

scheduled time, if there was any sche-

dule time set, if we are to judge by

the painful unpunctuality apparent in

mundane affairs generally. The Wes-

t n aviation meet was ro exception to the rule, and tho several hundreds of people went up in the air about it between four and seven, this is only metaphorical, and the two men who did ge up in the air later did so in

a much calmer and cooler and more deliberate way.

When at last they rose in the air 2000 people cheered and applauded, and at least 200 motor cars tooted

their horns in a way which sounded down the field like dismal groans.

Two machines went up for about three minutes each, which is the time

t takes to boil an egg, so that there

Sight Was Worth It.

the great canvas condors swooping around the level plain, and gliding

down to earth as the ready to pick

Two Types Shown.

The first flight was made by Count

de Lesseps on a monoplane and was distinctly more graceful and more

Egyptian winged solar disk. When

cannot accomplish that which the drag

they are not in the monoplane class, altho they are swifter than any other

Treatures for their size. It is not to these bird creatures that the flying machines owe their chief Buggestions, but to the heavy birds,

like the crane and others, which have to run along the ground to get up im-

petus before they can breast the air. Some of the aquatic birds do this in

the water, making a long splash be-fore they rise, and old fat hens in the

barnyard adopt the same means of es-caping unfamiliar dangers. So the

aeroplanes run along the ground for some distance, and then feeling the

piessure of the solid atmosphere, solid by contrary motion, they glide off into

Biplane Looks Clumsy.

The biplane was of a more clumsy appearance in the air, tho quite as sat

isfactory in its performance. It was

the humble bee with its buzzer in busi-

ness-like condition in comparison with

the dragon-fly monoplane, but it circled

and swooped and descended with as

much ease as its lighter companion

Indeed, the slight shock with which i

touched the ground and the short dis-

tance it slid along on its skids was Tather a surprise to the spectators. If there was only three minutes

spiece of the aeroplanes, there was

elenty of scenery to enjoy during the

meet, and the wide circle of trees in

all shades of green, fringed with fields

of oats and other crops, and the rising

round beyond formed a worthy frame

the occasion. The sun went down

a haze which urned the vase of

Continued on Page 7, Column 4.

ur hours or so spent on the grounds

most of those present. The Tre-ewey farm is a lovely setting for the

le upper reaches.

to be so abducted.

up and fly away with anyone willing

.m.

DAY, 98c. es, in white, grey and gures; sizes 36 to 44; 98c.

ored; sizes 35 to 42. clear, \$11.95.

# Irday

and grey and white up in Russian style elastic bloomer style

es, best quality split ade and dressy hats, eats; sold in the regu-rices \$2.00, \$2.50 and

Men

A clearing line of ex-clock sharp Saturday es to start with, but quote. No customer at a price that saves

r best lisle socks for

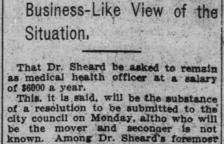
From 5 till 8 p.m.
From 5 till 8 p.m.
1. Exhibition flight with a wight flyer by Ralph Johnstone.
2. Flight in "Le Scarabe."
the Bieriot machine with which be crossed the English Channe.
2. On Flight with Canadian be crossed the English Channe.
2. On Flight with Canadian Berlot, by J. G. Stratton.
3. Flight with Canadian be for the boom of the besser of the stratter.
3. Military manoeuvres and the boom of the bo

deliberate way. It was something to remind one of an old-fashioned chicken-hatching. After the eggs are chipped and the birds begin to peep, peep, there is still a good deal of waiting before they actually step out of the shell. The birds at Weston did come out of the shell, and drummed like part-tidges several times before they es-sayed flight, and then they had to be hauled around in a rather ignominious style before they left the ground. . When at last they rose in the air

may be some occult connection with this period of flight. Then it was announced that there would be no more flying, as it was growing dark, but that the program in full would he transacted to-day.

And yet no one was heard to ex-press any disappointment after the "meet." They had seen the first heav-ter than air flying machines go up in Ontario, and it was worth the long past.

wait and the money. They had realiz-ed the dream of two or three genera-tions, and had seen what had not been



III-Effect Thrugut the Three Provinces - Official Bulletins Will Soon Be Ready. WINNIPEG. July 8 .- (Special.)-Partly owing to the furious wordy

This, it is said, will be the substance of a resolution to be submitted to the city council on Monday, altho who will be the mover and seconder is not known. Among Dr. Sheard's foremost supporters are Ald. Dunn, Hambly and O'Nelli, and they are expected to be leaders in a movement aiming at Dr. Sheard's retention.

Sheard's retention. Dr. Sheard's present salary is \$5000 a year. He has been relieved of the onerous duties of street cleaning and scavenging, and some of the aldermen who are averse to letting him go, think that he might be prevalled upon to stay without a salary increase in consider-ation of his work having been so con-siderably lightened. However, there is an understanding that an advance of \$1000 will be proposed.

an understanding that an advance of stood will be proposed. Ald. Hambly, while credited with be-ing "in the know," declared that he is unaware of such a move, adding, sig-nificantly, however, "I can feel it in the adding sigwas among the optimists till a few

The board of control is in-criticized by the aldermen for its in-ability to make a recommendation. Controller Church's proposal that a special meeting of the board be held in an effort to break the deadlock before council meeting doesn't seem likely to be adopted, and a battle royal is billed for Monday afternoot. Controllers Cause Deadlock. Controllers cause Deadlock. Controllers cause Deadlock. Controllers cause deadlock before for Monday afternoot. Controllers cause Deadlock. Controllers cause deadlock before afternoon, afternoon, and a battle royal is billed for Monday afternoot. Controllers cause deadlock before council meeting doesn't seem likely to be adopted, and a battle royal is billed for Monday afternoot. Controllers cause deadlock before council meeting doesn't seem likely to be adopted, and a battle royal is billed for Monday afternoot. Controllers cause deadlock. Controllers cause deadlock before council meeting doesn't seem likely to be adopted, and a battle royal is billed for Monday afternoot. Controllers cause deadlock. Controllers cause deadlock before council meeting doesn't seem likely to be much of a crop to har-vest. Some heavy lands, which have succeeded in retaining what little moisture there has been, are showing better, but on these grain is matur-The board of control is being roundly criticized by the aldermen for its in-ability to make a recommendation. was among the optimists till a few days ago, now is talking of grain being baked up.

MONTREAL. July 8.-(Special.)-The arrival of Chas. M. Hays of the G. T. R. on the scene of action and his acceptance of the board of arbitration award, has added new interest to the negotiations with the unions, which have been carried on for several weeks past. As for the C. P. R., there is nothing new. Negotiations are progressing sat-isfactorily, altho there may not be any

ng to have the we

conditions the reported better in

Conditions the reported better in Saskatchewan, tho the southeast of that province has suffered severely. Southern Alberta appears to have been damaged by drought quite as badly as in this province, but further north conditions are better. A great deal of misleading infor-mation is offered the public and the

mation is offered the public, and the

weekly reports of the railway com

panies are not above suspicion of an attempt to keep up the flow of immi-gration by making the best of it.

BRICKLAYERS'STRIKE

More Contractors Willing to Accept

MONTREAL, July 8-(Special)-The

list of contractors who are willing to accept the demands of the Interna-

tional Union of Bricklayers and Stone

masons has grown during the past

twenty-four hours from 56 to 102, and

it is still increasing. There are at

present about 650 union men at their

places, but they are for the most part employed by the smaller firms of the

daunted front. They have signed an

to in the past, not to recognize th

and

Terms of Union

to acquire in a more or less nominal way these lands of the company. This was, we contended, a direct evasion of the statute, which declared that one of the conditions of the grant of land and money to the railway was that its returns to shareholders should not exceed 10 per cent., and that when the earnings rose above that point a reduction of the rates was to come into play. In other words, all profits above 10 per cent. should go to a reduction of freight and passenger tolls to the public, not to the shareholders.

## The World made this argument good, and so far no answer has been offered. But what surprises us is that Mr. Charles M. Hays of the Grand Trunk, in discussing the wages situation with his men, admits the whole of The World's contention. Let us print what Mr. Hays says:

"There has heretofore always been a differential between the Canadian Pacific and the Grand Trunk in the matter of rates of pay, and it is well known by the public in Canada why the Canadian Pacific has been able to pay a higher scale of wages than other roads. It has received much larger bonuses from the Canadian Government than any other railway; it has received larger grants of land, which have increased enormously in value, especi-ally in recent years, since the entrance into the Northwest of other railway companies; it has exemption from taxes; its rates are not subject to the jurisdiction of the railway commission on portions of its line until it has earned 10 per cent. on its capital stock, and by reason of the larger part of its railway system being located in the Canadian Northwest, where a higher basis of freight and passenger rates obtains, its gross earnings have been in excess of those of other railways.

"The management will pay the same standard of wages as the Canadian Pacific, as soon as the Grand Trunk, thru its relation with the Grand Trunk Pacific, is in a position to participate in the higher rates obtaining on traffic in the Northwest, by reason of the completion of that road, and the obtaining of thru rail connec-tions between the Grand Trunk and the Grand Trunk Pacific, which should be accomplished within two years."

Mr. Hays says the Canadian Pacific got a larger bonus of money than any other road, that it received large grants of land which have enormously increased, that it has exemption from taxation, and that its rates are not subject to the jurisdiction of the railway commission on portions of its lines until it has earned 10 per cent. on its capital stock. He makes out in effect, that the Canadian Pacific has a bursting treasury, that it is up to the point where the 10 per cent, ought to really come into effect.

We hear no sign, however, of any movement on the part of the government, or on the part of parliament

islature Will Be Divided About as the Late One -How Constituencies Are Sized Up. WINNIPEG, July 8 .- (Special.)-On

RETURN

**30TH YEAR** 

Monday the shortest and bitterest campaign Manitoba has ever had will come to a close. Manitoba's politics are always strenuous and always exciting. but this year's fight demands the superlative to properly describe it. It has been no kid glove affair, but a cold-blooded, hammer-and-tongs event, with no mercy on either side. Charges of graft, corruption, slanders and libel suits are innumerable.

It is always unsafe to predict on a Manitoba election, as the province is notoriously uncertain. In 1899, when the Greenway government (Liberal) was overthrown, there were few wh believed that the Conservatives would win. The last Dominion election fur-nished another example. In the last federal house there were seven Liberals and three Conservatives, and to-day there are eight Conservatives and two Liberals.

However, it is hard to find a man willing to bet real money that the Lib-erals will win in the coming fight. The best they can hope to do is to cut down the Roblin majority. The general feel-ing is ahat the Liberals will about hold their own and that the next house will see the line-up about the same, 13 Lib-erals and 28 Conservatives. There are many, however, who believe the Liber-als will not have more than eight seats, while it would not be a great surprise if the Liberals are absolutely annihilated. If the Liberals are over-whelmingly defeated again they will have no one to thank but Sir Wilfrid Laurier. There is no doubt that there is a strong sentiment in Manitoba over the way the federal government has persistently refused to extend Manipersistently refused to extend Mani-toba's boundaries. While no one says so on the platform-it would be bad politics-it is the general belief that the school question is the sole reason that Manitoba is not placed on an equality with the rest of the provinces, of the Dominion. Manitoba resents this treatment, and while the boun-dary question is not the dominant is-sue of the campaign it is a strong sue of the campaign, it is a strong asset for the Roblin-Rogers govern-Public Ownership Big Factor. The government is strong with the farmers. It has catered to rural Manioba. The farmers of the west are toba. The farmers of the west are very progressive, and are strongly in favor of government ownership, and the advanced public ownership policy of the administration is very popular. The telephone system under govern-ment control has been a remarkable success. In the two years under government ownership the system has been rapidly extended; in fact, it has had marvelous growth. The number of subscribers has doubled and long-distance lines have linked up the whole province. The great complaint against the Bell Company was its refusal to serve the farmers; the government service has provided rural lines, so that in a few years' time there will not be an isolated homestead in Manitoba which will not have access to the onvenience. In addition, the government's recent policy of public ownership of grain elevators is popular, particularly with he grain growers. The cities are not very enthusiastic, but as the opposi-tion is ready to go even further, the government's attitude has not hurt the party. Now a policy of a government-owned abattoir and public stock yards has been adopted, which caters to the cattle industry of the province. Labor Satisfied, Too. Turning from the farmers to the workingmen of the citles, the government also stands well. At the last session a workingmen's compensation act was passed," the most progressive in Canada. The government has also ap-pointed a commission to investigate he question of technical education. The Liberals have made their strong card the charges against Premier Robin, that he used his position to secure the guaranteeing of a line of rallroad to a sandpit in which he was interested. The premier retorts that the line was built for colonization purposes, and that he had as much right to ship sand as wheat, while he claims he has not been interested in the company since 1907 Of the planks in the two platforms, probably the most striking difference is that the Liberals are advocating the referendum and direct legislation. However, it is apparently not prov-ing an important issue. In the cities, the fact that the opposition stand for compulsory education will exclude compulsory education will probably affect a considerable vote. The Conservatives claim that they favor the principle, but the minute compulsory solucation is enacted the Roman Catholics will demand separate schools, and

e latest patterns and best foreign makers air, 3 pairs for \$1.00.

# ens

## ENGLISH SHEETS PAIR.

es; some plain, s strong, full bleached 2-inch spoke-hem--inch plain bottom Regular \$2.00 and price, Saturday morn-

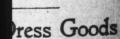
## TABLE NAPKINS DOZEN

mmed ready to use, ine weave and good good assortment o border all around; sale price per dozen, 1.69. o Linen Dept.)

# av

ach, a beautiful may ts. summer dresses, regularly 20c; spe-

te\_Nainsook, special en's wear; regularly

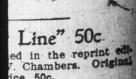


all-wool stripe tafi diagonals, all-wool all-wool French and -wool plain taffetas, uaranteed fast and autiful rich blacks; al" lot for Saturday, 48 and 52 inches, 75c, 85c. Saturday,

ful French delaines white spots, stripes ast and permanent ity, finished to perde. Regular selling 35c yard.

Sox 15c est fancy tops, newest sizes. Regular 250.

sizes.



ice, 50c. artment.

## unday

ozen ..... 554 each ..... 409 partment.

results announced for some days yet. It may be also stated that no possible preparation for strike conditions are being made by either company, and orientalists tell us, for some hundreds of thousands of years, or since the destruction of old Atlantis, which Proclus and Plato tell about. there is not an lota of truth in the foolish report to the effect that the orientalists say that the Atlantean flying machines were called viwans, and were never larger than sufficient railways are on the lookout for strike breakers. In he first place, neither the to carry eight persons, which may have something to do with the number of passengers Noah carried. men or the railways look for anything like a strike, and if one did take place, There are many old legends of flying

machines in the east, and all of us are familiar with the story of Elijah and his chariot, which would appear strike impossible The G. T. R. men, being seen this to be a version of some of the eastern accounts of the mysterious transportaevening, said that they were not in a position to discuss Mr. Hays' proposition, but that they will no doubt heard from the first of the week. tion of the ancient sages to their mountain haunts. It all seemed very reasonable yesterday as we watched

The G. T. R. Proposal. To-day President Hays of the Grand

Trunk submitted a statement to the union officials, offering the wage in-crease granted by the conciliation board and promising the C.P.R. standard of wages as soon as thru rail onnections are made with the Grand Trunk Pacific, supposedly within two years, the G.T.R. being then able to participate in the higher traffic rates obtaining in the northwest. Failing

beautiful in every way, and more in accord with the ordinary conception of what flight means. The buzzard is acceptance by the employes, the comen ugly bird, but when it gets hun-dreds of feet in the air nothing can pany are willing to submit the whole question, to a board of arbitrators, be more graceful than its circling flight, soaring for hours, apparently, composed of experienced railway men with the obligation on the company's without the movement of a pinion. In this the aeroplanes are similar, for part to abide by the result of such arbitration, conditional only upon the there is no apparent movement of the employes in question agreeing to do canvas in any part, the slightest turn the same.

"The point at issue is the stan-dardization of rules and rates of pay, and we are asked to pay the same the rudders evidently being sufficient to give the machine direction. When the monoplane was dragged

out it looked very much like a huge rates as have really been granted dragon-fly, and when it was turned Continued on Page 6, Column 4. with its back to the audience the wings

e may not be any the resignation of Dr. Sheard. Mayor Geary, for his own purposes, balked the appointment of the man whose name occurred to everyone at first as the best man for the place. He has since been appointed to a position of much greater

importance. Dr. Amyot was then men-tioned. Nothing has been adduced against him but his private affiliations, the fact that four thousand men be-ing invilved makes the "breaking" of a nothing to do. But this, it turns out, is the capital objection against him, the it would not, it is declared, have of local interests pot been engaged. The machine got busy, the usual old of local interests got been engaged. Official returns by the provincial gov-The machine got busy, the usual old ernment gare about due, and will ward 2 machine, and decided to have its throw a good deal of light on the situcandidate appointed.

Hon. Dr. Pyne has yielded to several acts of nepotism and a brother more or less does not matter perhaps to him, but the council has been canvassed and pledged to some extent for Dr. A. R. Pyne, a man who could get no general professional endorsation for his candidature. Mayor Geary is understood to be supporting Dr. Good-child as a personal friend. This in itself may appear to be legitimate. At the same time Mayor Geary has to consider the City of Toronto before his personal predilections. The Evening Star has announced itself in favor of Dr. Hastings, and if Dr. Hastings can be induced to accept the office, and it The big English firms and the mem bers of Master Bricklayers' an

has been stated that he would not be unwilling, there could be no better ap- Masons' Association present an The Deadly Party Pledge. The Deadly Party Pledge. But if the iniquitous party system on the terms, which had been agreed

union; and each agreed to forfeit the sum of \$1000 in the event of a breach.

city.

of bones:

ing the city

the agreement with one another. WOLVES ATE BODY

## Gruesoms Discovery. Made by Coroner at Notre Dame de la Salette. OTTAWA, July 8 .- A gruesome dis-

covery was made at Notre Dame de la

Salette by Coroner Lyster and High

Constable Groulx, on their arrival from

Hull to conduct an inquest on the body

of a child, which was discovered lying

on the shores of a creek. On reaching

the spot where the body had been left

by Norman Smith, who made the dis-

had been at work, and all that was

left was the skull and two small pieces

July 9, 1793-By an act of the legis

lature of Upper Canada, all slave child-

ren born, in Upper Canada after that date should be free at the age of 25. Juy 9. 1900-The Commonwealth of

The Wisdom of Summer Time.

The wise buyer is the buyer who makes his purchases during July and

August, when the merchants are mak-ing special reductions and discounts in order to stimulate trade. Just now

at Oak Hall's big new store at the

corner of Yonge and Adelaide-streets

special inducements are offered cus-

and present prices will do much to

make it even more popular. When down town "come on in." You will

like this roomy, big store, and the

fine stock it contains.

Australia Act was passed.

overy, they found that wolves or dogs

Sunday World will be of more than usual interest to the reading public. General and local events will be graphically told in picture and para-

Full front-page collection of camera stories of recent interesting events in Toronto, including the aquatic sports, lacrosse match and horse show

Splendid pictures showing representative scenes in New Ontario. Big group pictures of the Parkdale Canoe Club, Mail and Empire Church Sunday School, Hamilton, on an outing to Niagara Falls.

Beautiful scenes in and around lovely Rosedale.

civic and national life.

Editorial comment on live current topics.

Human interest stories from all parts of the globe.

States on the events of the day, political and otherwise,

Musical Department, with another musical selection for your

Two pages of news and views of more than ordinary interest to

Full page of engaging gossip concerning Toronto's plays and

SPECIAL FEATURES AND ARTICLES:

- "Revelations of the Water Glass," by S. P. Saunders.

Crusts and Crumbs."

events up to a minute or two before going to press. Every sporting event of the day will be fully reported. There's the aviation meet at Weston, the biggest news event of the season. It will be graphically described in The Sunday World.

tion to investigate the earnings of the Canadian Pacific, and to force the reduction of tells, the that time has long since arrived.

The only defence that we have ever seen to the conduct of the Canadian Pacific was voiced in the statement prepared by Sir Thomas Shaughnessy about the time Mr. Maclean made his first speech in par-liament on this great question. Here is his statement, made on or about Feb. 18, 1909:

"At the present time we have a surplus of, say, \$30,000,000. Now, this sum belongs to the shareholders of the company. It can be given to them in any way which is deemed most advisable. either in dividends or bonuses, or in improvement of their pro-perty—the railway. Supposing that instead of following the policy of the past, and issuing the new stock at par, it were issued at a premium, and instead of calling on the surplus to provide for betterment, we used for that purpose the additional money obtained by the premium, where would be the difference? It is simply a question of which is the better or more convenient way to do it; and as to this question, no one can be in so good a position to decide as those who are in control of the company. If the government should in any way restrict directors' rights in this espect it might as readily state the actual figures at which the issue is to take place. To dictate successfully in this matter they would have to guarantee the price of the stock; for who could predict at what price the stock might otherwise be selling by the time the issue was ready!'

It will be noticed that Sir Thomas makes not the slightest mention of the clause in the charter which refers to the 10 per cent. profit, and the reduction incumbent thereupon. He evades that whole issue, and he claims that the surplus belongs to the shareholders. Only 10 per cent. of the surplus belongs to the shareholders, the rest belongs to the people who pay the traffic charges, and Mr. Hays, in a remarkable way, in the above extract, confirms everything The World has said. For the benefit of the public, we again repeat the charter clause which provided for the reduction in rates:

22. The limit to the reduction of tolls by the Parliament of Canada provided by the 11th sub-section of the 17th section of the Consolidated Railway Act, 1879, respecting tolls is hereby extended so that such reduction may be to such an extent that such tolls when reduced shall not produce less than 10 per cent. per annum profit on the capital actually expended in construction of the railway, instead of not less than 15 per cent. per annum profit, as provided by the said sub-section; and so also that such reduction shall not be made unless the net income of the company, ascertained as described in said sub-section, shall have exceeded 10 per cent. per annum, as provided in said sub-section. And the exer cise by the governor-in-council of the power of reducing the tolls of the company as provided by the 10th sub-section of the said section 17 is hereby limited to the same extent with relation to the profit of the company, and to its net revenue, as that to which the power of parliament to reduce tolls is limited by said subsection 11 as hereby amended.

We ask the people of Canada to read carefully these three state-ments, the law, the pretentions of Sir Thomas Shaughnessy, and the explicit statement of Mr. Hays. Mr. Hays is The World's best witness up to date, and we have great pleasure in introducing him to the Canadian public in that high and honorable capacity.

We would also like to say to Sir Wilfrid Laurier that these three statements, the law, the breach of the law, its defence, together make the highest and best text for some of his important speeches to the people of the Canadian West soon about to be made by him. Sir Wilfrid is an excellent speaker, he appears anxious to please the neople, and he ought to be able to make their blood tingle when he expounds his views on this topic.

Mr. Hays is one of the strongest and cleanest intellects in Canada and knows railways down to the ground. He also knows what the Canadian Pacific is, and he hopes to make another C. P. out of his Grand Trunk Pacific. Nevertheless, we believe that Mr. Hays would be well satisfied to give the public in reduced rates all over 10 per cent. on the capital. Sir Thomas Shaughnessy has now another opportunity to defend his conduct. We know exactly what he is going to say: we trust he will say it; we will answer it when it comes. But the farmers of the west want to hear from him; if they don't hear from him, then they will ask the members of parliament to talk. Mr. Hays has made it ten times more imperative that the members should do a little clear thinking, and some quick talking. Where is Hon. Frank Oliver, Premier Roblin, Premier Scott and Hon. Clifford Sifton? Also the editors of the western newspapers?

The member for South York will be speaking in the west before very long. He is going out to see his brother farmers. They may be glad to hear him, if others fail to speak.

### Continued on Page 2, Column 3.

### Men's Hats To-day.

Men's Hats To-day. This same day last year was one of the largest selling days of the season at Dineen's for straw hats. This Sat-urday the company has on sale some splendid lines of genuine South Ameri-can panamas which were purchased in New York at very favorable figures. They are being offered at various prices with a special starting at five dollars and up to fifteen dollars. All guaranteed high-class and worth more than the price asked. Store open every than the price asked. Store open every evening, 140 Yonge-street.

## Continued on Page 2, Column 3. presented exactly the outline of the after some buzzing of its propeller, it tose in the air, its resemblance to the dragon-fly was very marked, altho it THE SUNDAY WORLD on-fly alone among creatures can do, for it can fly backwards. Perhaps some of the humming birds can, but

Every page; Illustrated and Literary, of this week's issue of The raph

THE ILLUSTRATED SECTION WILL CONTAIN:

Tenpin Team, Givens-street Public School Cadets, Granite Bowling Tournament, Billikens of Hamilton, Aged Members of St. Andrew's Church, Scarboro; Regina Gun Club and children of James-struet

Pictures of some recent railroad wrecks. Numerous illustrations depicting other important- events of our

THE MAGAZINE SECTION WILL CONTAIN:

Comments of representative papers of Canada and the United

Page of snappy discussion of literary news and views.

scrap book. You can't afford to miss these.

the automobilist.

layers

'Nature Beautiful," by J. P. Buschlan.

The News and Special Sporting Section will deal with the day's

'Drawing Power of Wholesome Drama," by Margaret Bell. 'Observations of a Toronto Churchgoer." 'As the Britisher Sees the Dominion," by H. M. Mosdell.

tomers to make purchases of all lines of summer clothing. This is not con-fined to men's goods alone, but in-cludes the boys' clothing as well. Oak Hall is famous for its boys' clothing

A RETROSPECT. July 9, 1749-Colonel Cornwallis landed 2576 people at Halifax, N.S., found-