

SQUALLS FAIL TO STOP RACERS

Twelve Aviators Speed From
Exhibition Grounds to
New York.

Historic and interesting from every point of view was the long-distance flight pulled off yesterday from the Exhibition, in which twelve seasoned aviators, many of them aces with grand records at the front, started on a voyage from Toronto to New York, which is expected to practically inaugurate a commercial enterprise between the United States and Canada, in which passenger and mail services will be the principal avenues of reciprocity.

It was interesting to note that at least forty-five starters were listed as from New York and twenty from Toronto. The weather was by no means propitious, and as a result one plane hurried, and the start was delayed at least 35 minutes. The Curtiss Oriole, piloted by Donald Rhoif, one of the best fliers on the continent, with an altitude record of 32,000 feet, was the unfortunate plane in the case, and tumbled almost as soon as it left the Leaside field. The following five machines arrived in Buffalo by 1:30: Donald Rhoif's Oriole, at 1:26 p.m.; Sergt. Combes' DeH. 9, at 1:25; Major Schroeder's Vought plane at 1:31, and Capt. W. H. Cook's Pooker at 1:32.

Had to Restart.
Capt. T. Edward Lowe, R.A.F., was the official starter at the Leaside field, while Capt. James P. Beatty, president of the Aero Club of Canada, was the official starter at the Exhibition grounds. The flights were to have begun at noon. As a matter of fact they began at 12:22, but the unforeseen accident to Donald Rhoif's machine delayed further flights until 12:48, when Rhoif re-started. The last plane left the Exhibition grounds at 1:26 p.m.

Ideal weather had prevailed until the moment the flight was scheduled to start, when, thru the vagaries of fate, the clouds gathered, and within a few minutes a real squall had succeeded in discounting calculations of weeks. For a while it was believed that it would be necessary to postpone the flight to a more opportune moment, but luckily the skies cleared, and once again the officials at the starter's office decided to resume the great international voyage. Slowly but surely brimming the horizon, Rhoif's machine finally appeared directly above the grounds, and circling twice it made its way quickly south. Followed soon after by Col. Barker's and other notable fliers, it made its way to Buffalo, which it reached one minute later than that of Sergt. Combes with his DeH. 9.

Mail Forgotten.
A regrettable incident in connection with the occasion was the postponement of the transmission of mail from Toronto to the president of the United States. It had been intended to send mail from Toronto to the mayors of the cities en route to New York, as well as to Mayor Hylan. Thru some unaccountable misadventure, this plan was not carried out, and Col. Barker, who is a friend of the Prince of Wales, and who was to have taken the mail over with the flying squadron, left without it.

The starters from Toronto were: Donald Rhoif in an Oriole, O. S. Farmer in a Standard, Major Reid in a Sopwith Spad, M. S. E. C. B. Combes in a DeH. 9, Capt. W. H. Cook in a Pooker, Major Schroeder in a Vought, Lieut. Paul Davis in a DeH. 9, Lieut. H. T. Slater in a DeH. 9, Lieut. Wallace Young in a Curtiss J.N. 4, Lieut. L. Blackburn in a Curtiss, Lieut. C. A. Schiller also in a J.N. 4, Capt. E. L. Janney in a Canadian J.N., Capt. S. H. MacCruden in a Canadian J.N., Lieut. Quigley in a Sopwith Snipe, and J. K. Wilson-Campbell in a Canadian J.N. Lieut. P. H. Logan in a LePere machine, with Sergt. W. G. Shackleton, began the series of the American flights to Toronto, commencing at 1:55 p.m.

Governor Sends Letter.
Governor Alfred E. Smith, of state of New York, is sending a letter by airplane in the Hotel Commodore international airplane race, to Sir William H. Hearst. The letter of Governor Smith, carried by airplane, follows:

Sir William H. Hearst, president of the council, and premier of the province of Ontario, Toronto, Canada.
Dear Sir: It is a pleasure to send you and the people of Canada a word of greeting from the people of the state of New York, who have always manifested an intense interest in the success of their Canadian neighbors. I feel certain that the associations formed in the recent conflict, now so happy terminated, will cement the ties of friendship which have so long existed, and bring to the people of both countries a better understanding and appreciation of their common aims.

This letter will be handed to you by a representative of the American Flying Club which, with the Aero Club of Canada, has so materially assisted in the advancement of the science and art of aviation in all such competitions. There must be the greatest stimulus, but I feel that the greatest hope of the contestants is that they may make permanent additions to our future commercial welfare.

Very truly yours,
Alfred E. Smith, Governor.
Future of Aviation.
"The future of aviation as a commercial proposition is assured, and its possibilities are limited only as a division of man is limited," said James P. Beatty, president of the Aero Club of Canada, yesterday. "Aerial routes

should be established and aviation fields laid out in all parts of the country."
Adam F. Fenton, honorary secretary of the Aero Club of Canada, is advocating the carrying of mail between the United States and Canada. Mr. Fenton is quite enthusiastic about its future.

"Now that the war is over," said Mr. Fenton yesterday, "we should do everything possible to advance the science of aeronautics. Nobody shall deny the importance of the event of the two countries, the linking by air of neighbors, and bringing into closer touch their social and commercial relations. And no one can deny the stimulus it has given to aviation in America and Canada."

No Greater Enthusiasm.
No greater enthusiasm was there or is there about the future of aviation in its relation to hotels than George W. Sweeney, vice-president and general manager of the Hotel Commodore. The Hotel Commodore puts up a prize of \$10,000.

Mr. Sweeney sees the day when the guests will be flying from the hotels in other cities to those of New York and vice versa.
The future hotel hops may be in the air with orchestra accompaniments. Guests will go sailing in the sky instead of on the river. We have the flying circus, why not the flying theatre? The McIntyre Sisters made doughnuts in France, why not the flying bakery in the future? We have weddings in the air, why not flying funerals? Come to think of it they gave one to a wealthy dreamer in Russia. He requested it and got it. A flying funeral could be made a wonderful function; it would depend upon the man who was going to be borne aloft. The chief mourners would follow in funeral cars, and there would be a band of music-wind instruments—with a specially constructed fuselage with a sounding board. The speed of the cortege of the air would have to conform to the time of the band, otherwise the leader would think it was a wedding and might play "Come Haste to the Funeral."

UNIONS' SPLIT IS GROWING WIDER

English Organization of Engineers and Local Body
Not a Unit.

The divide between the A. S. E., an English trade union, and the I. M. A. is daily becoming broader. The only reply Business Agent Hagan would make to the charges brought against his union by Mr. Doolan, the Canadian organizer of the A. S. E., as published in The World last week, was "We pay no attention to curbstone gossip. The organization, represented by Mr. Doolan, is strong for the O. B. U., and is only trying to find an excuse to get away from the international trades union movement. The constitution of the I. M. A. is too democratic for the A. S. E., that is the trouble. We have no official knowledge of any difference between the organizations."

In answer to these assertions the secretary of the A. S. E., seen by The World yesterday, said:
"W. Hagan says that his organization has no official knowledge of any difference between the International Association of Machinists and the Amalgamated Society of Engineers. Evidently Mr. Hagan does not deny the truth of my statement, which I made public to enlighten his members of the true facts, for they did not know that their officials had refused to hold a joint conference with the A. S. E. and the employees, although they were glad to get our support on May 1."

"Mr. Hagan says that the A. S. E. is strong for the One Big Union. Therefore he must be confident in his own opinion that our members do not intend to be assimilated by the I. M. A. The chief item of importance before the members of the A. S. E. at this juncture is the amalgamation of all British unions of the metal industry. All members of the unions concerned will take part in the ballot, no matter in what part of the world they are located."

"There is very little doubt as to the result, for the scheme is recommended by the officials of all the unions interested. The new organization will be called the Amalgamated Engineering Union."

Large Membership.
"The membership will number nearly half a million, and the total funds will amount to seventeen million dollars. The headquarters will be in London, England, and not in Washington. Mr. Hagan says that the constitution of the I. M. A. is too democratic for the A. S. E."

"Sure he must be joking, for the evidence goes to prove that the officials of his organization run the show, and even dictate from which source their members must receive their education."

"If a fellow comes along with a new doctrine they immediately put a fence around their organization, lest the bogey-man should encourage the boys to leave home."
"The A. S. E. is governed by the membership, and any subject of interest can be discussed or debated by the members."
"Our boys believe in getting knowledge from all sources and to judge for themselves, so a welcome will always be given to any gentleman who has anything interesting to talk about, whether he be Samuel Gompers, of the American Federation of Labor, Joseph Knight, of the One Big Union, or any representative of the employers. We all are welcome, and will be treated with courtesy. I would not like to be the official who dared to tell our members who they shall or shall not have address them."

STRIKE DECLARED OFF

An official announcement was issued from the Canadian National Railway offices yesterday to the effect that the strike declared by the employees of the Niagara, St. Catharines and Toronto railway, effective 4 a.m. Thursday, 21st instant, was officially declared off at midnight on Saturday, the 23rd.

The trouble arose thru the dismissal of certain conductors for dishonesty. The organization of employees demanded that the evidence against the men be submitted to them. The management refused to comply on the ground that in the case of a breach of criminal law, evidence was the property of the crown. When the employees realized this, they voted to return to work at 4 a.m. yesterday.

SPEED UP---THE END IS NEAR

During the Next Three Days Make Every Minute Count for
You in The World's Salesmanship Club

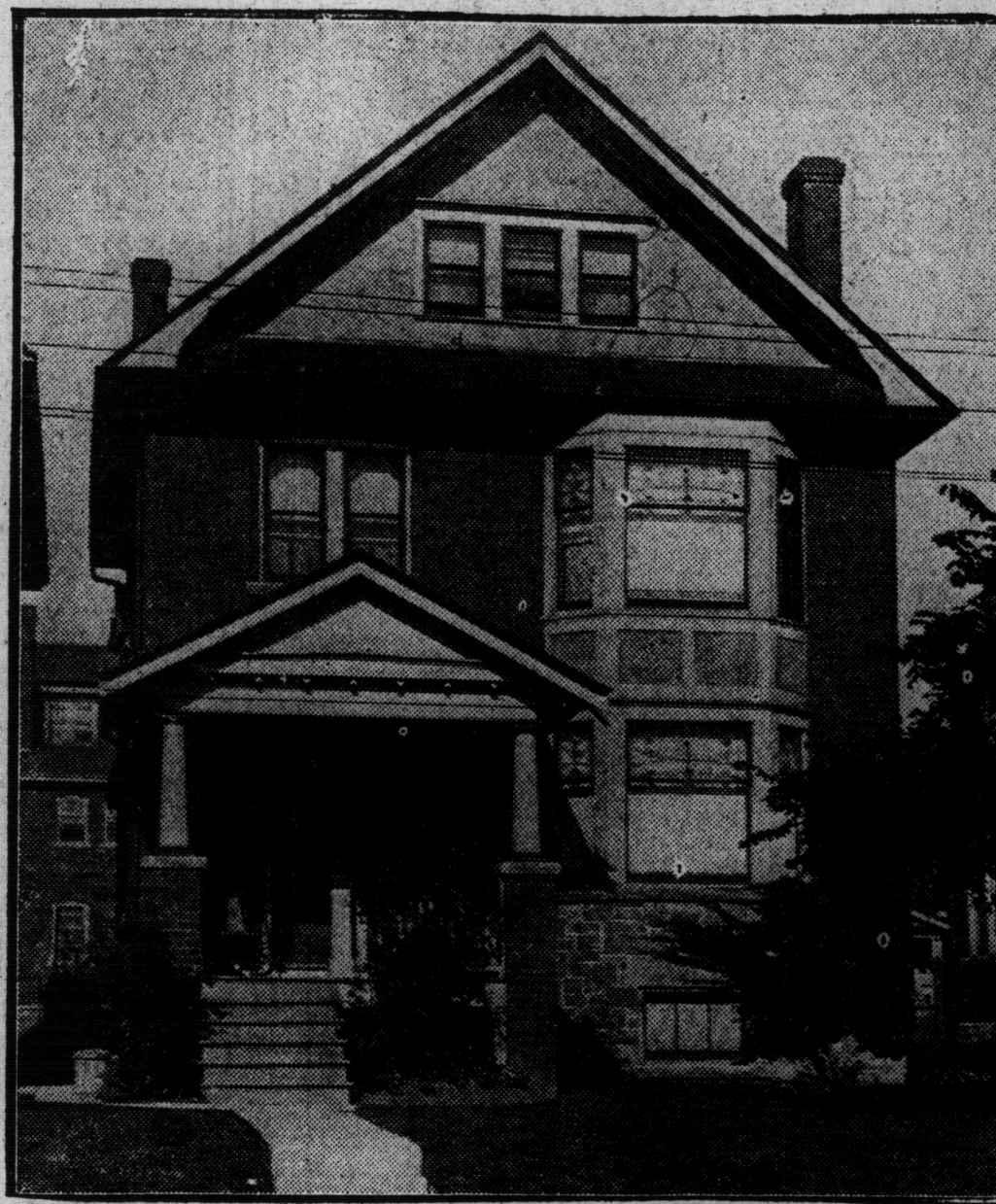
THIS IS THE LAST FAIR WARNING

FIRST AWARD

Any Home or Farm anywhere in Ontario that can be purchased for \$5,000 in cash.

If the winner would rather have a home that costs less than \$5,000 he or she can have it and the difference in cash.

If the winner prefers a home that costs more than \$5,000, that amount will be paid on such a home, and the winner can assume the difference.



NOTE---The \$5,000 in cash to purchase the Home for the winner is now held in trust by The Sterling Bank of Canada.

THE \$16,000 LIST

\$5000 HOME
\$2125 CHALMERS TOURING CAR
\$1510 BRISCOE TOURING CAR
\$1390 MAXWELL TOURING CAR
\$1375 BRISCOE TOURING CAR
18---\$100 MERCHANDISE ORDERS
18---\$50 MERCHANDISE ORDERS
50---\$25 MERCHANDISE ORDERS

And a 10% Cash Commission to All Active Members Who Do Not Win One of the 91 Awards.

World's Salesmanship Club Campaign Closes at
11 o'Clock Friday Night, Aug. 29th

Credits allowed on New Subscriptions during the last five days of the Campaign,

August 25, 26, 27, 28
and 29

BY CARRIER

	Price.	Credits.
3 Months	\$1.35	2,700
6 Months	\$2.60	7,200
12 Months	\$5.00	18,000
24 Months	\$10.00	45,000

BY MAIL

	Price.	Credits.
3 Months	\$1.00	2,160
6 Months	\$2.00	5,400
12 Months	\$4.00	14,400
24 Months	\$8.00	36,000

There is no change in the credits allowed on old subscriptions. They count one-half of the regular schedule on the receipt book cover, the same as they always did.

