

PRINCESS MARY  
MAY GO IN FOR  
HORSE RACING

Viscount Lascelles a Strong  
Supporter of the Sport.

A Striking Figure in Commons  
—Competition on the Pacific—  
Bridge Playing—  
News Notes of London.

(From our own Correspondent.)  
London, May 11.—I hear on the best authority that the latest addition to the list of owners on the turf is to be no less than Princess Mary, whose racing colors will soon be a popular and perhaps successful feature at some of our classic meetings. The princess has always taken a keen interest in racing than either her royal father or her royal mother, perhaps inheriting, like her brothers, a strong sporting taste from her illustrious grandfather, who was as keen a racing authority in his time as there was in the land.

It is well known that the princess's husband, Viscount Lascelles, is a very strong supporter of the turf, and owns his own horses in the best old tradition of the British Guards officer. It is said that his interest has stimulated that of his young bride, and so race-goers and the great racing public get a new attraction added to the game. Princess Mary's debut as owner will be eagerly awaited, and we may be sure that her horses, which are in any event certain to be first-class animals of the best stock, will be handsomely supported.

The increasing army of lady backers whose racing methods have been so much discussed recently, will certainly prefer to back a horse that carries Princess Mary's colors rather than to adopt the more superstitious devices with which they are credited, or even to choose by the nicest names or by shutting both eyes and sticking a pin in.

**Soviet Ambassadors.**  
Commander Hylton Young, who lost an arm and a fine D. S. O. at Zebrugg, and married the widow of Sir James Barrle's great hero, a friend of Captain Scott of Antarctic fame, is just now being kept pretty busy at the House of Commons in connection with budgetary questions because the heat and burden of these after-budget controversies fall rather heavily upon the financial secretary to the treasury.

Engine trouble in hot and cold climates is what Major Blake most fears. He will use a very small radiator for his engine in hot places, besides starting his flights early in the day before the sun gets level. And certainly, as a stranger in the present House of Commons, he will be a classic example of a man who has anything but a dandy temperament.

There is a true story about the commander which may not be known to everybody. After the Zebrugg affair, when he recovered from his wounds, Hylton Young walked, with his empty right sleeve tucked neatly into his coat pocket, on Jacky Fisher. He wanted the redoubtable old seaman to see his influence with the Admiralty, still considerable, to get him another job. Fisher glanced at the empty sleeve and said: "Dam, if man, you've only got one arm!"

**Star of Other Nights.**  
A whole romance of long ago lurks like the pressed and faded petals of some rose-taken between the yellow pages of an old volume, behind the announcement that Mrs. Carter, a lady of sixty, has died at her Hampton home on Haverstock Hill. Thirty or forty years ago this dear old lady, who has just passed away in the lavender odors of sweet Haverstock domesticity, was one of the reigning beauties of the time.

**Biggest Ship in the Pacific.**  
Within the last few days the Americans and Japanese have been making big efforts to capture a large part of the Trans-Pacific passenger trade, and have been putting very fine vessels into the service. With the Empress of Canada, which sailed from Pictou today for Hong Kong, the Canadian Pacific line has put an end to this competition for some years at least, for her tonnage of 14,000 and her speed of a comfortable twenty-one knots make her far in advance of anything that our rivals can bring forward.

The Japanese have already realized that competition is impossible, and their principal firm has withdrawn its best steamers to the European run and across the Pacific is confining itself to an attempt to corner the cheaper passengers. The Americans are hanging on with 14,000-ton ships possessing a speed of eighteen knots, but the British do not anticipate any very great trouble with this service, and have made every possible effort to please the somewhat peculiar tastes of their eastern passengers.

The comfort and feeding of the Chinese steamer passengers in particular is worrying, for although they pay the lowest fare in the ship, they are quite as exacting as travelers in the finest suites. However, the company has had considerable experience in their tastes and has gone out of its way to meet them, even to the extent of providing

THE KING'S PLATE RACE AT THE WOODBINE, TORONTO



"South Shore," a Thorncliffe Stable entry, winning the King's Plate, the oldest fixture run continuously on this continent.

quite a big cabin for the storage of numerous appetizing sauces which the Celestial favors with his various stews.

Dogged Fight It Was  
To Save Oxonian

Tale of British Pluck and Seamanship in Face of  
Great Difficulties and Many Dangers—Winifre-  
dian Victor After Hard Time.

St. John's, Nfld., May 27.—An interesting story of ten day's battle with hard gales and heavy seas, 450 miles to an unmanageable mass of 20,000 tons deadweight at the end of a twenty-ton towline, and the long going it blind through drifting fog, shrouding white waters strewn with the peril of drifting bergs—was brought here when the Leyland passenger liner Winifredian arrived in port, dragging after her the big freighter Oxonian, the same vessel, rudderless and helpless. British seamanship of the highest order was bent to the task, and British pluck, as well as seamanship, was required to accomplish the feat.

When the Winifredian in response to a wireless call reached the Oxonian, disabled by the breaking of her rudder, a moderate sea was running. She launched a boat and transferred one of her Marconi men to her disabled sister, giving her a very small message. In the boat was passed to haul aboard the end of a stout manilla hawser, which in turn served to haul the Oxonian toward the Winifredian. The Oxonian had unshackled the end of the anchor chain and the hawser brought it to her forecastle head. The hawser was then sheaved starting the Oxonian toward the Winifredian. The Oxonian paid out her anchor chain till there was a quarter of a mile or so between the ships; and the long hawser was then sheaved starting the Oxonian toward the Winifredian. The Oxonian paid out her anchor chain till there was a quarter of a mile or so between the ships; and the long hawser was then sheaved starting the Oxonian toward the Winifredian.

Only the more old-fashioned London hostesses appear to share Dr. Lambton's complaints against the modern regattas. One of these hostesses, Mrs. Lambton, the witty twin brother of the Earl of Durham, is one of the most fascinating talkers in society. Her feelings may be readily appreciated. He alleges that everybody is nowadays gobbling up the standard of play, thanks to the numerous bridge columns in the newspapers, is a real godsend. Mediocre amateur music and amateur singing are even worse afflictions than second-rate auction bridge. Cards are no more a social obsession now than at any time in the last hundred years, only auction bridge happens to be the best card game yet popularized.

**A Jucker Apologia.**  
There is one particularly noteworthy passage in the Memoirs written by the German ex-Crown Prince during his exile in the United States, and black-smithing at Wieringen. The whole volume consists in a personal apology. Little Willie persists that he was the mildest-mannered junker of them all, the last individual to be charged with the responsibility for the war, a firm advocate of an Anglo-Germanic entente, and a devoted apostle of peace. These assertions fit in badly with all the known facts. Everybody remembers how the Kaiser repeatedly had to take disciplinary notice of violently linguistic outbreaks by his heir; how the crown prince even made disorderly demonstrations in the German chamber, and how utterly that no longer young gentlemen's mentality was obscured by Prussianism and his belonging to the Kaiser's household.

**From State Coach to Beer Van.**  
Londoners still remember with admiration the wonderful "royal" cream, which, with superb movement if some what circuitous, which formerly drew the king's coach on state occasions. They were "diamond" long ago, but their fortunes, since they left the Buckingham Palace Mews, have been pitifully followed by a horse friend of mine. He

to let enough steam into them to keep them warm for an emergency. The ships made slow progress, and to add to their troubles a thick fog shut down. At times they were invisible to one another, and then the disposition of the Oxonian to take the bit in her mouth and go off at a tangent was a constant menace to the towline. Not only were the demands upon the alertness of the deck officers increased, but the wireless operator had to remain constantly on duty, with men standing by to relay messages between the bridge and the radio-room.

DERBY ON NEXT  
WEDNESDAY

Premier Horse Racing Event  
of the Old Country.

This Will be the 189th Re-  
newal—Some Memories of  
Other Years and a Word  
About Some Horses That  
may Figure in Next Week's  
Race.

London, May 27.—(By Canadian Press.)—Next Wednesday will see the opening of the Derby week on Epsom Downs, and though possibly better racing is seen later on Ascot, St. George's and during the autumn meetings at Newmarket, no meeting of the turf racing season stands so high in the popular esteem. The four days' programme offers a varied and interesting bill of fare, the Woodcock Stakes on an opening day often bringing together some of the most promising two-year-olds of the season.

On Wednesday, the Derby, blue ribbon of flat racing, is the outstanding feature of the three-day "classics" races for three-year-olds, of which the Two Thousand Guineas, the Oaks, the St. Leger, and the One Thousand fillies' race, by Silver Urn. On Friday the fourth of the "classics" is the Oaks, which is run, the fifth and last being the Doncaster St. Leger in September. Unless St. Leger is a not very strong favorite, repeats in the Derby, it rather looks as if the "classics" will be as open an affair as last year, when five different animals won them, there being no outstanding equestrian champion on Thursday is the Coronation Cup, a stake race at weight-for-age run over the Derby course on Wednesday.

Derby Day is easily the most popular day of the racing year, and annually attracts enormous crowds to Epsom. Each year there is a great exodus from the city and the many roads leading to the Downs are jammed with vehicles of all kinds, whose occupants have only one destination and one thought in mind—the Derby, and who will win it. For many a year the Derby has been the only day when a sportsman, whether he sits in the grandstand or on the turf, is not to be found throughout the country, a sportsman, whether he sits in the grandstand or on the turf, is not to be found throughout the country, a sportsman, whether he sits in the grandstand or on the turf, is not to be found throughout the country.

Derby History.  
Wednesday's race will be the 189th renewal of the Derby Stakes, raced in 1780, just one year later than the Oaks and four years later than the St. Leger. The third Earl of Derby, who named the former after his seat or hunting place, was the first to have the Derby named in his honor. The distance for both events is 1 1/2 miles, with 800 yards, while for the Oaks it is 1 1/4 miles, with 700 yards, and for the St. Leger it is 1 3/4 miles, with 900 yards.

**Lascelles Horse to Run.**  
Viscount Lascelles' colt Mullen is among the nominations and a considerable number of turf followers are asking themselves if the viscount's ambition to win the greatest double of all times—the King's daughter for a bride in February and the Derby on Wednesday—will be achieved. At any rate the Epsom classic was one of the topics discussed during the royal wedding festivities and the viscount's classic candidate Mullen was mentioned, the impression of old form was not moderate but heralded so well that his prospects of victory at Epsom were not at all remote.

There is, of course, no more superstitious body of sportsmen than those who follow racing. They are always on the lookout for omens and portents and many will play the "royal double" and stake down their coin on the expectation that the king's son-in-law will lead in the Derby. It is a curious fact that the king's son-in-law will lead in the Derby. It is a curious fact that the king's son-in-law will lead in the Derby. It is a curious fact that the king's son-in-law will lead in the Derby.

OPENING OF THE WOODBINE, TORONTO



After Lord Byng, Governor-General of Canada, presented the King's Plate to Robert Davies, owner of the Thorncliffe Stables, they posed for this photograph. Mr. Davies is holding a handsome silver cup donated by the Ontario Jockey Club.

Antennae (aerial wires) should be kept entirely away from overhead electric light, power or telephone wires, whether carried on poles, attached to buildings, or carried over buildings, and they should always be run at right angles to these light or telephone wires, in order that interference between the two systems be avoided.

Watch Fire Hazard in Radio

The following is a copy of a circular sent out by A. H. S. Stead, secretary-treasurer of the West Canada Fire Underwriters Association, and deals with the installation of radio signalling apparatus.

"Attention is called to the fact that the installation of wires or other conductors outside of buildings and extension of these conductors to radio apparatus inside of buildings for receiving only or both sending and receiving may introduce a considerable fire hazard, due to electrical storms, unless the necessary safeguards are provided.

"The exposed aerial wires may receive a heavy charge during an electrical storm, and as a result a rush of energy over the convenient path to the ground premises and cause a fire unless properly guarded against. Contact between antenna (aerial wires) and overhead electric light and power or telephone wires during storms would also endanger property and members of the household as well as persons passing underneath the wires.

**EXPECTS REVOLT  
TO BENEFIT CHINA**  
Dr. Wallace Crawford of Canadian Methodist Missions, Home on Furlough.  
(Montreal Gazette)  
After fourteen years of service in western China with the Canadian Methodist Missions, Dr. Wallace Crawford of London, Ontario, arrived here last night with his family on board the White Star-Dominion liner Canopic, en route to his home for a twelve months' furlough. Dr. Crawford was strongly of the opinion that a great deal of good will result from the various provinces, which have been practically independent, will now be united under the Popular Government, as General Wu's administration is commonly termed. Up to the last month or so, Dr. Crawford said, the pro-Japanese faction had the upper hand. Japan had loaned to China over \$200,000,000 in gold and now that the opposing party has gained the supremacy, it is quite possible, in Dr. Crawford's opinion, that the Government will repudiate the loans.

**WAITER HAD MISSING GEMS.**  
Pearls Belonging to Mildred Harris Recovered in Pittsburg.  
Pittsburg, May 25.—Charged with the theft of a costly string of pearls from Mildred Harris, actress and movie star and the former wife of Charlie Chaplin, Virgil B. Bennett, a negro waiter at the Pennsylvania Station restaurant, is in the county jail awaiting a hearing.

**WILL GIVE TOUR.**  
Six poor boys are to be sent to the county each month this summer by the members of the Gyro Club of Halifax. The boys will either be sent to a farm or a camp organized for them. Since the inception the Gyro Club have had under consideration the sending of boys to the country each month. They aim to establish a number of young boys who otherwise would not have an opportunity to spend some time in the country, to enjoy their vacations in the true style.