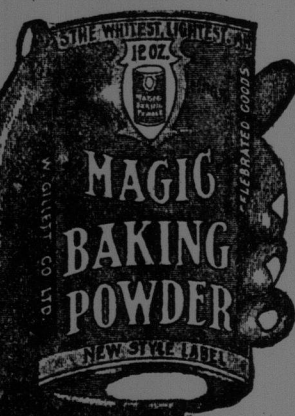


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TORONTO, ONE

PROFESSOR GRAHAM BELL ON AIRSHIP POSSIBILITIES

Great Inventor Visits Toronto and Discusses Projects for the Future—Air Power is of Greater Importance to Great Britain Than to the Other Nations.

(Mail and Empire.) "Actually the flying machine is here now, and there remains only the problem of improving it," declared Dr. Alexander Graham Bell, the inventor of the telephone, who is now staying at the King Edward, during a conversation on the subject of his experiments in aerodynamics. He said that there are now twelve successful flying machines in existence. Of these the Aerial Experimental Association, of which Dr. Bell is chairman, and the Wright Brothers have produced the only types built in America. Dr. Bell pointed out the fact that the Wright Brothers had in 1905 traveled 24 miles in a machine heavier than air, the machine being a French aeroplane, had gone ten kilometers. Of the machines in whose construction he himself had been interested, he remarked: "Our machines are of no promise a character that I have seen enough to show that the age of the flying machine is here now."

He referred to the fact that the French army was now equipped with three dirigible balloons and spoke of the long flight of the La Patrie from France to Ireland without any serious incident in charge. "If a machine could have sailed over London or hovered over a man-of-war, the English are more interested in the aerial navigation than any other people, because with air power possible sea power will become a secondary question. Therefore I am glad to see that Great Britain is taking up the subject."

"We can certainly predict that these machines will be used for sport and very likely may be used for carrying the mails. Now and there is a reason why we should not get 60 miles," added Dr. Bell, speaking of the possibilities of the machines.

Dr. Bell, who is a hale and hearty man of 65 years, has been paying a visit to Stratford, and is now on his way to his summer home at Baddeck, Nova Scotia. He has been engaged in the study of flight for more than a decade, and has now organized an Aerial Experiment Association, of which he is the chairman, and of whose five members, two others are Canadians, graduates from the University of Toronto. While Mr. J. A. McCurdy is also a native of Canada. The other members are Dr. G. H. Curtis, of Hammondport, N. Y., an expert in the construction of motors, and Lieut. Thos. Selfridge, military expert in aerodynamics for the United States army.

"It is simply my play, at Baddeck I have a laboratory and there I play, but the subject is so important that I am giving it considerable attention. When it is no longer an experiment I will go to something else," remarked Dr. Bell, whose interest in aerodynamics and that of his association is not of a commercial nature.

QUINETTE WITH IDEAS. The association had its birth on Oct. 1, 1907, and it is to remain in existence for one year unless an extension of the time is desired. Its members gathered together first at Dr. Bell's house at Baddeck to consult, and it was found that each of the quintette had independent ideas with regard to airship construction. It was therefore decided that the members should help one another. Until December last they aided Dr. Bell in his experiments with tetrahedral kites and then, as the weather prevented work, removed to Hammondport, N. Y. The headquarters of the association will be in Nova Scotia again after July 1.

At Hammondport it was decided to adopt all the known good points of

existing machines, and after a number of preliminary experiments an aerodrome, or aeroplane, equipped with a motor, was constructed after the plans of Lieut. Selfridge, known as Selfridge's Red Wing. It travelled 319 feet about 20 feet in the air, with "Casey" Baldwin acting as aviator or operator. Finally, after several flights, the first device came to grief.

Then a second airship, Mr. F. W. Baldwin's "White Wings" was produced and made five trips. The first was for 560 feet and the third 1100 while the last, with Mr. McCurdy as navigator, was for 600 feet and ended in the destruction of the machine. The third aerodrome was built from Mr. Cutler's plans and was known as the June Bug, because it was only completed this month, and because its wings do not operate like those of a bird, but after the manner of those of a bat. This was tested last Saturday and Dr. and Mrs. Bell who finances the association were present. The aerodrome, equipped with a 4-horse power motor, weighing only 145 pounds, was run along on bicycle wheels, but when the engine was started reduced to the wing to the porous nature of the wings. This was rectified and the machine flew 150 feet and came down through the accidental stopping of the motor. Finally on Sunday the longest published flight ever made in America took place when the June Bug traveled 1236 feet under perfect control. The descent was made only because the airship was approaching a railway track and the place selected was suitable for a landing.

TO RESUME EXPERIMENTS.

In Nova Scotia, whether the association goes into flight, the experiments with Dr. Bell's machine will be resumed. A motor will be installed in a large tetrahedral kite, which rose successfully last year. It is composed of 400 cells and it looks something like a flock of birds.

Its chief recommendation is that it has automatic stability, which no machine has so far had. That is, it balances itself. This, Dr. Bell considers a fundamental requirement, as all other aerodromes if tilted will slide. It has, however, less automatic power than the one to the air. It will probably develop less velocity than other aerodromes, but as it will mean that there will be less danger of accidents.

Dr. Bell is an expert in the teaching of the deaf and dumb and spoke of the work done in the United States. He said that Ontario had been in the past far behind other countries, and even other Provinces of the Dominion in regard to the education of deaf mutes. He had heard, however, that two teachers from the Ontario Institute for the Deaf and Dumb at Belleville were taking normal courses at Northampton.

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SCHOOL TRUSTEES HAVE HARD TIME TO CONVINCE TREASURY BOARD OF NEED OF ANNEX

Board Wants to See for Itself—Consent to Bond Issue Will Not be Given Until Ald. Frink and Kelley Look Over Winter Street School and Ascertain Just What Can be Done—Medicine Men to be Tabooed

The question of whether the city will authorize the issue of debentures to cover the erection of the Winter street annex has not yet been settled. At the meeting of the Treasury Board held yesterday afternoon to hear the board of trustees and consider the matter, a committee consisting of Ald. Frink and Ald. Kelley was appointed to investigate the conditions at Winter street school, and see if any arrangement can be made by which building operations can be postponed for at least a year. They will probably report at the next meeting of the Treasury Board, which will be held during the first half of July. The sentiment of the majority of the aldermen seemed to be that the annex should not be erected this year if it is at all possible to avoid it.

The following members of the Board were present: Ald. Baxter, chairman; Mayor Bullock, Ald. Kelley, Vanwart, Rowan, Scully, McGowan, Baskin, Frink and Seppelt. The board of school trustees held a special meeting at 2:30 to discuss the matter and three o'clock adjourned to the City Hall. They were represented at the Treasury Board meeting by Chairman R. B. Emerson, Messrs. Russell, Keefe and Col. Skinner and Inspector Bridges. Mr. B. Emerson, on behalf of the trustees, opened the discussion with a statement of the condition at Winter street school. There are 68 pupils enrolled, which is more than there are seats for. The rooms are overcrowded. The sanitary arrangements are very bad. The trustees were absolutely necessary and had taken their course accordingly. The school, which is in the city in 1430, or more than one-seventh of the population. Mr. Col. then spoke, referring to the need of more accommodation for the present building. The annex would provide for eight rooms. This led to a discussion as to the value of the annex. The trustees were four to accommodate the pupils now in the exhibition hall, and one to relieve the congestion in the other rooms.

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There is not a nook or corner in Canada, in the cities, towns, villages and farms where Dr. Williams' Pink Pills have not been used, and from one end of the country to the other they have brought back to breadwinners, their wives and families the splendid treasure of new health and new strength. You have only to ask your neighbors and they can tell you of some nerve-shattered man, suffering from anemia, ailing youth, or unhappy family who were once present healthy and strong to Dr. Williams' Pink Pills. Their wonderful success is due to the fact that Dr. Williams' Pink Pills go right to the root of the disease in the blood, and by making the vital fluid rich and red, strengthen every organ and every nerve, thus driving out disease and pain.

Mr. Joseph Lacombe, Quebec City, says: "Today I weigh about forty pounds more than I did a year ago, and am in every way in much sounder health. For upwards of two years I had been studying hard to pass my examinations and my health had completely given way under the strain. I was obliged to abandon my studies and was in a state of complete exhaustion. I consulted a physician, but as I was daily growing weaker, I decided to try Dr. Williams' Pink Pills, which I had often heard very highly spoken of. The beneficial effects were indeed remarkable, for I had not used more than a couple of boxes when I could feel an improvement, and hope returned. I continued using the pills for some weeks longer, with the result that my strength increased daily and I was soon able to take over my studies and work with as much energy as I had ever done. Today I am in perfect health and I attribute my recovery solely to Dr. Williams' Pink Pills."

You can get these Pills from any medicine dealer or by mail at 25c a box, or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

TORONTO CAPTURES OLYMPIC TRIALS

St. Mary's Crew, of Halifax, Beaten by Argonauts—Dugan and O'Neill Also Outclassed.

ST. CATHARINES, June 26.—Ideal weather favored the Olympic trial regatta here today. The wind was light and variable, favoring the oceanmen at times and again blowing against them.

Wedding Gifts!

"Imperial Crown" China. An Ornamental China, handsome and artistic in shapes and decorations. "Elite" Limoges China. In all articles for table use. In the most dainty, pleasing decorations. "Mintons" China. Potters to H. M. the King.

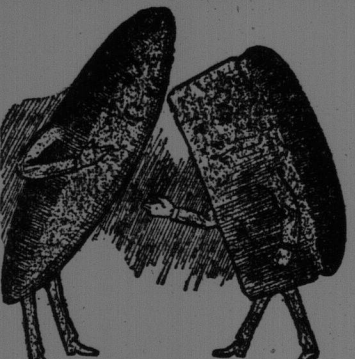
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Return Tickets will be sold at FIRST CLASS ONE WAY FARE, Good going June 30th and July 1. Good for Return until July 2nd, 1908. To all stations on the Railway and to Detroit, Port Huron and Sault Ste. Marie, Mich., and points in Canada East thereof on the G. T. R. and C. P. R., also to points on the Dominion Atlantic Ry., Cape Breton Ry., Cumberland Ry. and Coal Co., Halifax, and South Western Ry., Inverness Ry., and Coal Co., Quebec Central Ry., Sydney and Lunenburg Ry., Temiscouata Ry., and Prince Edward Island Ry.

NOTE.—In cases where Excursion Tickets issued to Intercolonial Ry. points on June 30th, would not enable passengers to reach destination prior to noon, July 1st, tickets may be issued on June 29th.



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IMPORTANT IMPROVEMENTS LIKELY TO BE MADE IN NEAR FUTURE ON ST. JOHN RIVER

OTTAWA, June 26.—W. T. Whitehead of Fredericton, ex-M. P. P., the Liberal candidate for York county, interviewed Hon. Mr. Graham, Minister of Railways today on the subject of a new railway station for the Intercolonial at Fredericton. Mr. Whitehead urged very strongly upon the Minister the necessity of a new station, and after the interview he informed your correspondent that the Minister seemed very favorably impressed, and he felt confident that the wishes of Fredericton in this respect would be complied with. Later in the day Mr. Whitehead, accompanied by Mr. Orrill, M. P., waited on Hon. Wm. Pugsley, Minister of Public Works, and presented the claims of the people of York and Carleton counties for improvement of the navigation of the St. John River between Fredericton and Woodstock. They were informed by the minister that he regarded the possibilities of providing a navigable channel between Fredericton and Woodstock during the whole summer season as one of great interest, and that he was much impressed by the arguments presented. A survey would, however, he said, first be made, and then, he said, first this upon the favorable consideration of his colleague.

The first heat of four resulted in a close victory for the North Star Rowing Club of Halifax over their townsmen, the Northwest Arm. The four crews alternated in the lead until near the end, when the North Star, although rowing a very poor course, finished being so close that the spectators could scarcely tell who had won. Time, 8:24.8. In the second heat the Argonauts of Toronto met St. Mary's of Halifax. Both crews rowed poorly at first, the Argos, losing a lot of ground through bad steering. Mary's led at the start and were going nicely. The Argos settled down, and when half the course had been covered the Toronto crew was a length to the good. The light and dark blue rowed easily from that point out. At the finish they were three lengths to the good. Taylor and his comrades had all style and strength at the end and could have won farther off had they so desired, even though they started badly. Time, 8:35.

In the first heat of the singles Loup Scholtes, of the Toronto rowing club, defeated a sculler named Harry Jacobson, and John O'Neill of Halifax met Much interest centered in this event, and there was a great run of spectators as to whether Scholtes had regained his form, which made him champion of the world. Shortly after the start Scholtes jumped into the lead and opened by a length on O'Neill, with Jacobson a close third. Scholtes maintained his lead to the end, although others closed up a little. Jacobson was going in better style than before, but did not exert himself much, being content to finish second and thereby qualify. All rowed a good course and without change in the order. O'Neill tried to get up at the end, but could not. Scholtes was two lengths to the good and Jacobson two lengths and a half ahead of the Halifax man. Time, 9:43. Scholtes rowed at 104 pounds, which is ten pounds less than his weight when he won the championship in England four years ago.

The second heat of the singles brought together Wm. Dugan of Halifax, Bowler of the Don, Toronto, and Jimmy Cosgrave of the Argos, Toronto. Cosgrave took the lead early, but Bowler moved up shortly afterwards. Bowler cut Dugan off, and the latter worked the centre position, trailing water with the Don man. The latter worked up to the front and made a dash for the length at the half-way stake. Bowler had almost a length on Cosgrave and went to the front from that point to the finish mark. Cosgrave outkicked his stroke, but could not get up to Bowler, who pulled a long powerful stroke. Dugan steered a crooked course and failed to make up the ground. Cosgrave kept Bowler busy in the last quarter of a mile and the Don representative had to put in

his best mark to stand Cosgrave off. He won by an open length from Cosgrave. Dugan came from two lengths back on the outside of the course, and Cosgrave only beat him by a few inches to qualify for the final. The spectators saw a great struggle for that place. Time, 9:50.

Selections for the Olympic Eight—Argonauts R. C. Toronto; four—Argonauts R. C. Toronto. Pair—Argonauts R. C. Toronto. Scholtes—L. F. Scholtes, Toronto R. C. Toronto; Walter Bowler, Don R. C. Toronto. Coach and manager—Joseph Wright, Toronto. Trainer and boatman—Edward Skippon, Toronto.

AN INSIDE VIEW.

Jonah had just emerged from the water. "I thought it would be better to have a surgeon in command," he explained. Hereafter he gracefully retired from the scene—Harper's Weekly.



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