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TWELVE PAGES—TUESDAY MORNING JULY 12 1910.—TWE LVE PAGES

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ay, July 11, 1910



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DUAL AVIATORS TRYING NERVOUS "STUNTS"

De Lesseps and Johnstone Make High Flights and Circus Descents, as Well as Some Risky Sailing Close to the Ground.

High flying and long periods in the air were the order of the evening at last night's exhibition at the aviation meet at Weston. Both Count de Lesseps and Ralph Johnstone did spectacular work. Johnstone made a record both for time in the air and height of flight for this meet, the first time he went up. Then De Lesseps went up and made a better performance. Again Johnstone went starboard and did the prettiest work that has been seen so far. Both reached about the same height, 1100 feet, but Johnstone stayed in the air longest, remaining up 13 minutes. Yesterday was the first day of competition, and the succeeding days of the meet the rivalry will probably grow keener.

The distances estimated were not accurate, owing to a misunderstanding. The aviators were supposed to cross the above line at the centre when at their highest, but one crossed too far to one side and the other went too far to the opposite side. The flight of De Lesseps, W. Moffat and Prof. Louis B. Starr, hope to be able to give accurate figures of to-day's ascent.

The wind was strong all day and did not fade enough to permit them to fly with safety until 6.30 p.m. Then it grew comparatively calm, and from an aviator's view point the weather was sublime. Count de Lesseps made the initial flight of the day at 6.50. Johnstone went next at 7.10, the count made another flight at 7.24. Duval La Chapelle went for the spin at 7.52 and Johnstone finished the exhibition by going up at 8.11.

Exciting Sport. The count was up for five minutes in No. 2 monoplane, returning to terra firma at 6.55. While he was up he chased around at full speed, developing quite a gait for a time. De Lesseps is rapidly becoming proficient in the art of scaring people. On his way back to earth he made a dare-devil rush earthward from a height of 150 feet. He turned off his engine and started for the ground at an angle of about 35 degrees, rushing downward at that angle until he was within fifteen feet of the unelastic field. When everybody was gasping and taking a last look before the count crashed head on to the field, which was to be blown up. He was still in the air, his favorite starting place is the north corner of the field. Johnstone after taking a few preliminary jaunts around the field commenced to spiral upward. When about 200 feet from the ground he dropped a "bomb" composed of a ginger ale bottle wrapped in cloth. It was directed at earthworks in the centre of the field, which were to be blown up. It did not fall very near the earthworks, but about a minute after the bottle struck the ground the earthworks went up, raising a huge volume of dust. The subtle connection between the fall of the bottle and the explosion was not evident, but a seeker after information said afterwards that he had discovered that the explosives had been placed in the earthworks and a wire had carried the electric spark which lit them from the north-west side of the field. When Johnstone started down, he descended gradually for some time and then 75 feet up finished the flight in three separate leaps, diving part of the distance each time. There was a little wind up high, he said, but it was steady and his first drop. Count tries his Big Machine. Count de Lesseps went up for his second trip at 7.24 in the monoplane "La Scarabee" in which he crossed the English Channel. It is a 50 horsepower, 7 cylinder plane and the propeller makes 1800 revolutions per minute. Soon after he left the ground he reached a height of 500 feet. He did his climbing in large spirals. At one time he was so far from the field that his motors were almost inaudible to the crowds and the plane looked little larger than a crane. His greatest height is also approximated at 1100 feet.

Count de Lesseps made the most sensational dive of the meet. When he had gone down to within 150 feet of the peavines, he charged downward at an angle of between 40 and 45 degrees. It looked as if something had happened to his steering gear, and it was uncontrollable. The spectacle was more of a hair-raiser than his first drop. When he was 15 feet from the ground he reversed his elevation planes and leaped upward for a few feet. Then he ran along close to the ground, finally stopping his engine and gliding in the air until the wheels struck ground. He was up for 11 1/2 minutes.

Ralph Johnstone left the earth below him for his final flight at 8.11. During his trip he exhibited wonderful control of his machine. He went up for quite a distance and then did some spectacular work on the way down.

Continued on Page Col. 3

New British Record for Height

BOURNEMOUTH, Eng., July 11.—A new British record for high diving was made by J. Armstrong Drexel at the aviation meeting here to-day. He reached an altitude of 2493 feet.

To-Day's Program at Aviation Meet

Program begins at 5.30 p.m. Speed and control exhibition by Duval LaChapelle with Wright's flyer, demonstrating how squarely corners on a given course may be turned in the air. Exhibition flight with Bleriot monoplane by Count Jacques de Lesseps.

Altitude trials by Ralph Johnstone with Wright biplane and Count de Lesseps with "La Scarabee" monoplane, making wide sweeps over the grand stand and automobiles and long glides to the ground. Exhibition of remarkable control maintained over aeroplane in the air at a speed of 35 to 70 miles an hour by Ralph Johnstone, who will do short circle flying and corkscarew turns, "roller coaster" flying, low flying and gliding, with motor shut off. Quick starting contest between Count de Lesseps with monoplane and Ralph Johnstone with biplane.

AVIATOR'S MACHINE HAD FALL OF 150 FEET

Clifford Harmon's Attempt To Fly From Long Island to Greenwich, Conn., Disastrous.

NEW YORK, July 11.—Clifford B. Harmon, the amateur aviator, made an attempt this evening to fly in an aeroplane from Garden City, Long Island, across Long Island Sound to the residence of his father-in-law, Commodore E. C. Benedict, at Greenwich, Conn.

Not only did he fall, but his machine fell a distance of 150 feet and was wrecked. Harmon was badly shaken up, but not seriously injured, the branches of a tree having broken the force of the fall. He did not say whether he would try again.

When the crowd gathered Harmon was found floating in the water. The engine alone was undamaged. He explained that just before he dropped only three cylinders of his engine were working and he decided to come down as he could. He did not say whether he would try again.

Curtis a Fast Flyer. ATLANTIC CITY, N.J., July 11.—Curtis, in a biplane, made 50 miles on the beach front this afternoon in 70 minutes.

SOLDIERS ARRIVE AT SCENE OF STRIKE

Enormous Crowd Was Congregated on Platform When Military Train Pulled in.

HALIFAX, N.S., July 11.—(Special.)—The military special from Halifax reached the colliery districts of Springhill to-night, and two hundred members of the Royal Canadian Regiment with guns are pitted against twelve hundred striking miners. The news that the military special had left Halifax and was speeding towards Springhill spread thru the town and mining section with great rapidity, and when the train pulled into the station an enormous crowd were congregated on the platform. When the soldiers left the train they pitched tents in the driving park, which is owned by the company.

ANTI-CLERICAL MOVEMENT

Big Petition Endorses Spanish Government's Religious Policy.

MADRID, July 11.—Anti-clerical meetings continue to be held in Madrid, Saragoza, Tarragona, and Toledo. At Saragoza a petition signed by 2,000 women was presented to the governor of that city, endorsing the government's religious policy. At Grenada, in Andalusia, a gathering of Catholics was held. The government has received a strong protest from the Vatican against the bill prepared by Premier Canalejas forbidding other religious orders to enter Spain, pending the settlement of the present difficulties. The Vatican contends that Spain has no right to take any step regarding the religious orders without a previous agreement with the Holy See.

CAMPBELLTON IS GUTTED BY FLAMES

Report Was That Only a Few Houses Are Left—Telegraph Wires Are Down, and It Is Impossible to Get Further News—Dalhousie Assists.

ST. JOHN, N.B., July 11.—(Special.)—A report says that Campbellton has been gutted by fire, with only a few houses left. The I. C. R. freight shed and station house have been destroyed. The fire started in Richard's shingle mill.

Dalhousie firemen went over to assist the Campbellton department and soon after a fire occurred in Dalhousie, which for a time looked dangerous. At 6 to-night the interior of the Miramichi pulp mill at Chatham was gutted. The wires are all down and it is impossible to get further news.

Campbellton is a seaport town with a population of 450, in Restigouche Co., N.B., on the I. C. R. It is situated on the south bank of the Restigouche River, 15 miles from Dalhousie, which is at the mouth of the river. The river has been dredged during the last few years, admitting ships of large tonnage to Campbellton wharves. It is the most northerly town in the province, and is the big game centre of Northern New Brunswick. Sportsmen from all over make this their outfitting point, and within a few hours' travel, moose, caribou and deer abound. It contains post, express and telegraph offices, five churches, numerous stores, several hotels, five lumber mills, a grist mill, two factories, a printing office, two branch banks, and has a considerable trade in fish, especially salmon. During the season of navigation a steamer runs once a week between Gaspe and Campbellton.

STRIKE CLOUD STILL HOVERS OVER C. P. R.

No Longer Any Danger, However, in the Case of the C. P. R. Men.

MONTREAL, July 11.—The trainmen's dispute with the C.P.R. is practically settled. There is no longer any danger of a strike. In the Grand Trunk case, however, matters have entered upon an extremely threatening phase. Mr. Hays' proposal to the men is not acceptable and has been forwarded to the 4000 employees of the road for their decision. This does not mean that immediately upon the ballot being taken a strike will be ordered. It will still be open to the representatives of the men to make a final effort to reach a settlement with the company.

It is officially announced this evening at the Grand Trunk offices that the company had determined to stick to its original proposition to the men. "There is absolutely no news," said Mr. Hays this evening, and the general manager would not say what would happen if the vote to be taken this week favors a strike. It is pretty well understood that the Grand Trunk officials do not expect an adverse vote. There appears to be little likelihood of a strike on the Central Vermont Railroad, which is controlled by the Grand Trunk. The matter of increased wages has been taken up by the trainmen of the Central Vermont, the men claiming the first that they should receive the standard wage to be demanded of the Grand Trunk. The vote being taken among the Central Vermont employees this week is not a strike vote as far as can be learned, but is to see whether a compromise shall be accepted or the standard increase demanded.

MAY NOT GO TO ARBITRATION.

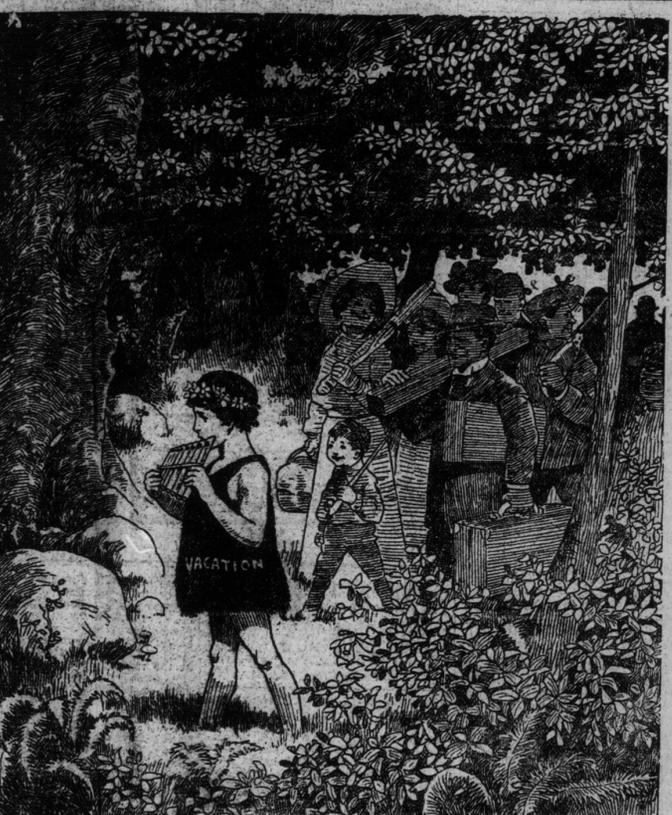
OTTAWA, July 11.—While the application of the Intercolonial Railway telegraphers asking for the appointment of a board of conciliation has been received at the labor department, the matter may not go to arbitration. At present communications are passing between the board of management of the road and the brotherhood, and there is said to be a prospect of an adjustment, obviating reference to a board of conciliation.

NOMINATION COMING HIS WAY.

BEVERLEY, Mass., July 11.—Wm. Loeb, Jr., collector of the Port of New York, frankly told President Taft today that he would rather remain at his post in the customs service than run for governor of New York state this fall. The president told Mr. Loeb that the nomination seemed to be coming his way, and that it would take more than a fishing trip to the Rocky Mountains to stop it.

LIUTENANT-GOVERNOR OF QUEBEC ILL.

QUEBEC, July 11.—His honor the lieutenant-governor, Sir C. S. F. Pelletier, is seriously indisposed.



THE PIED PIPER OF SUMMERTIME

ROBLIN GOVT. AGAIN ON TOP GAINED 5 AND LOST 4 SEATS

Feature of the Results in Manitoba is the Two Turnovers in Winnipeg Constituencies

CABINET MINISTERS GET BIG MAJORITIES

WINNIPEG, July 11.—(Special.)—The Roblin Government has swept the polls by one more of a majority than it secured in 1907. Returns indicate at midnight that the standing of the parties is: CONSERVATIVES 29, LIBERALS 12. Some of the outlying polls have not yet been heard from, but their figures are not expected to substantially change the result.

The opposition, however, claim Kildonan and Hamiota. In the last legislature the standing was: Conservatives 28; Liberals 13. The Conservative have gained Arthur, where Lyle has 231 majority over John Williams, the former member; Dauphin, where Jas. G. Harvey re-deeped the seat from J. A. Campbell 774; and Hon. Dr. McFadden has brought Emerson back to the Conservative column, defeating George Walton by the handsome majority of 200. In 1907 McFadden was beaten by 105.

Returns from Gimli are incomplete, but Baldwinson has probably regained the seat for the government. Dr. Thornton, one of the chief lieutenants of T. C. Norris, went down to defeat in Deloraine, J. F. C. Reid carrying the seat by a majority.

Surprises in Winnipeg. The biggest surprises were sprung in Winnipeg. The North was regarded as certain for the Conservatives, but a young Jewish lawyer, Hart Green, only three years in Winnipeg, wins by some 450 majority. The foreigners voted solid for Green.

South Winnipeg was regarded as certain for the Liberals, and was carried by the Conservatives. Andrews was looked on as a sure winner in the West, and was defeated by the sitting Liberal member, T. H. Johnson, in Centre Winnipeg. T. W. Taylor had a close run by the Labor candidate.

The Liberals have gained North Winnipeg, where J. F. Mitchell was defeated by Hart Green. Lakeside, where C. D. McPherson beat E. D. Lynch; La Verandrye, where J. E. Lauson lost his seat to Wm. Molloy; and Minnedosa, where Wm. Waddell was beaten by Thompson.

Cabinet Minister's Triumph. The features of the result were the large majorities secured by the cabinet ministers. Prof. Osborne was literally snowed under in Dufferin by Premier Roblin, who rolled up a majority of more than 600. In 1907 his majority was 171. In Manitowishongee Robert Rogers again triumphed with the increased majority of 421. Hon. Colin H. Campbell has a majority of 212 in Morris, while Hon. G. R. Coldwell is also some 250 ahead of S. H. McKay in Brandon. Hon. Hugh Armstrong in Portage la Prairie, has a plurality verging on the 200 mark.

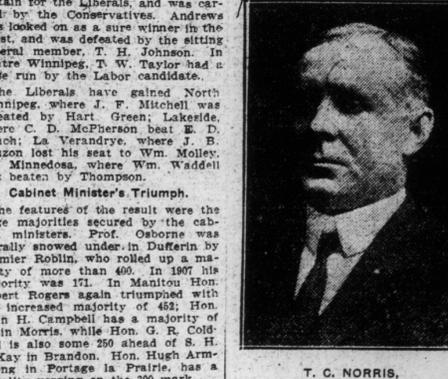
Speaking from the Telegram office, Premier Roblin congratulated the crowd on the magnificent victory. He referred to the personal changes against himself in reference to the El-Sand Co. and expressed his satisfaction that the people of the province had refused to heed them. He also was particularly pleased that the people of his own constituency had given him so large a majority. He believed that he had taught Professor Osborne a lesson that would take him five years to comprehend.

Glad Brown Was Beaten. He said he rejoiced in the defeat of Edward Brown in South Winnipeg, where he had met the same fate as had received in his own home town of Portage la Prairie three or four years ago. Brown was defeated by 56 votes, and this is regarded as the most se-

Table with columns for party names and seat counts. Includes Conservatives and Liberals.



HON. R. P. ROBLIN.



T. C. NORRIS.

SHEARD AT \$6000 IS COUNCIL'S CHOICE

Discussed M.H.O. Question All Afternoon and Couldn't Decide on Anyone Else—Controller Spence Outlines a New Park Policy.

FEATURES OF COUNCIL MEETING.

Voted to continue Dr. Sheard as M. H. O. at \$6000 a year. Voted to appoint a bread inspector. Voted against increasing salaries of board of revision. Voted to build sea wall 600 feet south of shore line. Voted \$1000 to provide magistrates to give free ball bonds. Voted to have five instead of three members on Art Museum Board. Voted for a "Beautify Toronto" committee.

For Dr. A. R. Pyne—Ald. O'Neill, May, Rowland, McBride, Hilton and Graham—4. Against—Ald. Chisholm, McMurich, Maguire, Anderson, McCausland, Phelan, Hamby, D. Spence, Weston, Welch, Dunn, and Controllers Spence, Church and Ward—14.

For Dr. J. A. Amyot—Ald. Maguire, Anderson, McCausland, Phelan, and Controllers Spence and Ward—6. Against—Ald. Chisholm, O'Neill, Hamby, D. Spence, May, McCarthy, Rowland, Weston, McBride, Hilton, Welch, Dunn, Graham, and Controllers Foster and Church—15.

For Dr. C. J. O. Hastings—Ald. McCausland, Phelan, McCarthy, Rowland, and Controllers Foster, Church and Ward—7. Against—Ald. McMurich, Chisholm, O'Neill, Maguire, Anderson, Hamby, D. Spence, May, Weston, McBride, Hilton, Welch, Dunn, Graham, and Controller Trolinger Ward—13.

For retaining Dr. Sheard—Ald. Chisholm, McMurich, O'Neill, Maguire, Anderson, Hamby, D. Spence, May, Weston, McBride, Hilton, Welch, Dunn, Rowland, Graham, and Controller Ward—13. Against—Ald. McCausland, Phelan, McCarthy, Controllers Foster, Spence and Church and the mayor—7.

Division on motion to increase the salary to \$6000, the same as above, except that the mayor didn't vote. Ald. Heyd and Baird were absent.

Dr. Charles Sheard will remain as city medical health officer at a salary advance of \$1000, making his stipend \$6000. As he has been relieved of his duties of street commissioner, his action in resigning on March 23 last cannot be regarded as an unprofitable move.

Controller Ward first moved with Ald. Anderson as a second that Dr. Amyot be nominated at \$6000 a year. This was supported by only Controller Spence, Ald. O'Neill, Maguire, Phelan and McCausland. Ald. McMurich, chairman of the local board of health, then proposed that Dr. Sheard be reappointed at \$6000 a year, and appointed at \$6000 a year, failed to obtain the two-thirds vote needed. Ald. Rowland nominated Dr. Pyne, also at \$6000, but ran up against a steeple as did Controller Church's motion favoring Dr. Hastings. Controller Church then suggested suspension of the rules to allow consideration of the appointment, which met with no opposition.

After motions by Ald. Rowland to appoint Dr. Pyne and by Controller Ward to appoint Dr. Amyot had been voted down, Major Collins, speaking on behalf of Dr. Hastings, said the latter had instructed him to withdraw his candidature owing to Dr. Amyot remaining in the field. Controller Church, however, pressed his motion. The first vote on Ald. McMurich's motion to reappoint Dr. Sheard was 14 to 5, the mayor's vote preventing the two-thirds majority being obtained. Controller Ward didn't declare.

Continued on Page 2, Col. 3.

MAY PROHIBIT BOXING BOUTS.

KINGSTON, July 11.—It would not be surprising if the minister of militia ordered that no more boxing contests of the present kind be held at the Military College. The bouts are not favored by all of the college staff, nor are they by the deputy minister, who has viewed them, and who once stated that he would like to have them eliminated on account of the brutality of the exhibits. In more than one instance a cadet has suffered permanent injury and one had his sight injured.

A RETROSPECT.

July 12, 1759.—The British began to bombard Quebec. July 12, 1812.—General Hull, with 2000 Americans, crossed from Detroit to Sandwich. July 12, 1845.—At the governor's request, the Orangemen did not parade in Kingston, but at night repeaters attacked the lodge rooms, when Robert Morrison was shot. July 12, 1873.—Riot in Montreal, Hackett being killed. July 12, 1888.—The Quebec Government passed the Jesuits' Estates Bill.

Reductions in Straw Hats. The Dineen Company to-day start on the second part of their alterations, and this makes it imperative that the large stock of summer hats should be lightened. The company therefore attacked to-day a superb line of \$3 and \$3.50 straw hats for \$2, and some genuine \$80 American Panamas that were \$10 for \$8. Store open every evening; 145 Yonge-street.

Earl Grey Sails Friday.

OTTAWA, July 11.—A cablegram from Earl Grey announces that he will sail for Canada on Friday next.