

Central... Queen St. W., \$7000... for... spring... silk... Ivory... French... Very spe... men... ribbed white... house, without re... difference without ent will... ARE NOW... rator, made... shelves, and... r. made of... deep, 29 in... rator, made... lined... deep, 29 in... or, made of... en color, lin... en enamel... in deep, 32

Queen St. W., \$7000
Will buy store and dwelling in good business district on north side of street, side drive, etc. Lot. Must be sold at once.
H. H. WILLIAMS & CO.,
26 Victoria Street, Toronto.

PROBS: Fine! not much change in temperature.

South Reading Room
Telephone 4534

\$50.00 Per Foot
HIGH PARK BOULEVARD
First lot off Indian Road, 50x130. No others for sale on street under \$50.00.
Rare bargain. Apply
H. H. WILLIAMS & Co.,
26 Victoria Street, Toronto.

FRENCH AVIATOR STEALS START IN RACE AND IS THE WINNER OF \$50,000 PRIZE

Paulhan Flies Off Towards Manchester While English Rival Is Asleep in Bed—White, Rushed in Auto to His Machine, is Soon in Pursuit.

PAULHAN COVERS 117 MILES BY NIGHTFALL, LEADS BY 50

BULLETIN: Paulhan reached Manchester at 5.30 a.m., with only one stop. White broke down.

LONDON, April 28.—The struggle for the coveted aviation prize of \$50,000 for a flight from London to Manchester, donated by Lord Northcliffe, took a dramatic and unexpected turn last (Wednesday) evening by reason of the Frenchman, Louis Paulhan, stealing a march on his English rival, Graham White, which placed him 50 miles ahead in the race when darkness compelled both to alight.

Paulhan's machine only arrived in London at 6 o'clock in the morning and both he and White were busily engaged all forenoon in fitting up their aeroplanes and perfecting arrangements for the start. The weather was favorable, but owing to the heavy work involved in preparing the machines it was supposed that the start would be deferred until to-day.

The two aviators had met early in the morning and discussed plans, expressing the hope that they would meet each other in Manchester. During the day constantly increasing crowds gathered at Park Royal and Hendon, the respective headquarters of the two men, in the hope of witnessing the trial flights.

Frenchman Steals a March.
Late in the afternoon White, tired out with his heavy labors, returned to his hotel and went to sleep, intending to start in the morning. Meanwhile the spectators at Hendon were surprised to see Paulhan, while resting his engine, take farewell of his wife, who tied a large map of the road around his waist. Paulhan then kissed his wife and took his seat in the aeroplane.

After a brief trial spin, which he made with the object of testing the motor, Paulhan traveled a short distance to the southeast so as to get within a five mile radius of Charing Cross, required under the rules of the contest.

Then swooping quickly to the right, the French aviator poked out the London and Northcliffe prizes, and above which he flew northward at a fine speed despite a smart head wind.

Prior to his departure Paulhan announced his intention of trying to reach the goal without a stop.

White Roused From Sleep.
What the Frenchman had started quickly reached Park Royal. Rushing into White's rooms, his friends awakened him. White sprang to his feet, flew down stairs, jumped into a motor car in the garage, and within 20 minutes was sailing around the gasometer at Kensington. In the first stage of what will certainly be the most exciting sporting contest ever held in Great Britain.

White passed the village of Bletchingley, 23 miles south of London, 70 minutes behind Paulhan. He was flying considerably higher than the Frenchman and seemed to be making faster time and a straighter course.

Special Train for Guide.
The news of the race spread like magic in the towns and villages along the railway, which the aviators followed closely. Paulhan being guided by a special train steaming rapidly northward. The people gathered everywhere to get a view of the novel sight.

The sun went down, and the cloudless sky gave the spectators an opportunity to watch the aviators as they successively passed at varying heights.

At Rugby Paulhan was a thousand feet up, and the pulsation of the engines could be faintly detected below. The machines appeared sometimes to be swaying dangerously as they met the varying air currents, but still the daring aviators held their course, until approaching darkness compelled them to seek a landing place.

Towards 8 o'clock streams of automobiles and other vehicles brought thousands of people to the outskirts of Lichfield, 117 miles from London. Suddenly a shout went up: "There he is," and half frozen and almost exhausted Paulhan safely descended in a field close to the Trent Railway station, amid frantic cheers of 8000 people.

Forced Down by Cold.
Speaking of his flight, he said: "I came down because it was too cold to trust myself longer in the machine. It seemed too dangerous. My hands were numb, and I was hardly able to descend without an accident."

"It is strange that I should alight almost in the same place that White descended on his first trip. I did not know this was Lichfield, although I had a hazy idea."

Paulhan went to an hotel and immediately retired to sleep, asking to be called at 2.30 a.m., and ordering breakfast for 3 o'clock.

Almost at the same hour White came within sight of Northampton, 50 miles behind, where he sought vainly in the gathering darkness for a safe landing ground, finding, however, a small crowd soon assembled.

Admirer's His Rival.
White said: "It was too dark to continue the flight in safety. I suffered from the intense cold and was not quite sure of my location."

White appeared fresh and expressed his intention to start again at day-break. When told of Paulhan's flight he exclaimed, "Good. It was a plucky thing to get so far. I know what a struggle it is."

White's mother, who followed by train, soon joined him at the hotel.

TERMS OF THE CONTEST

The \$50,000 prize for a flight from London to Manchester is donated by Lord Northcliffe, and is conditional upon the contestants covering the distance, 180 miles, within 24 hours, and not making more than two stops.

Graham White, the English aviator, made an attempt to win this prize last Saturday, but was compelled by the unfavorable weather to abandon his flight after completing 115 miles of the trip. Then the Frenchman, Louis Paulhan, attempted to cover the distance, arriving in London on Monday.

Hempstead, where Paulhan began his flight, is a northwest district of London, elevated 450 feet above the sea.

NINE ELEPHANTS ON RAMPAGE FOR HOURS

Exciting Times Around Danville, Ill.—Several Persons Injured and \$10,000 Damage Done to Property by Terrified Pachyderms.

DANVILLE, Ill., April 27.—Several persons were injured and much property was damaged to-day by nine elephants which stampeded just after they had been unloaded from a car after several hours' ride from Chicago.

A large bull elephant made a break for liberty, bowing over the keeper and escaping. The animal was followed by seven other bulls, which ran following thru the streets and across fields.

Later, while the entire force of elephants and keepers was engaged in the unusual sport of hunting elephants in automobiles, a female elephant escaped.

For several hours the elephants were at large, hunted by all attaches of the circus, all the city policemen and the more venturesome citizens.

The elephants at first moved in a bunch, then separated. They stopped for nothing except brick and stone buildings. Such small frame structures, sheds, fences and trees as came in their path were pushed over, trodden down, uprooted and thrown to one side.

One May Die.
At the home of Wm. Miller, three elephants found insufficient room to pass between the summer kitchen and house, so they pushed the kitchen aside, frightening the person therein, and one of the elephants, who was thrown from the table, but injuring no one.

At the home of Joseph Peebles, after overturning a shed and killing a horse, one of the animals attacked Peebles and hurled him against the side of his house. Peebles is in a critical condition.

Barney O'Neal, a liveryman, was thrown from his wagon by the elephants as they dashed down a side street in front of his team. F. Krabbe, one of the keepers while assisting in stabilizing three of the bulls, after their capture, was hurled against the side of a barn and injured. Several other persons were slightly injured, mostly because of horses, frightened by the pachyderms or thru their own fright during the stampede.

One Hundred Homes Damaged.
More than 100 homes were damaged to some extent by the elephants, but the total loss will probably not exceed \$10,000.

Several truck gardens and orchards were partly ruined in the outskirts of the city and many shade trees were broken or uprooted.

One elephant was still at large to-night north of Danville, with a force of attendants with trusty elephants after it.

LORD NORTHCLIFFE

Who offered the prize of \$50,000 for the contest.

Neither of them seemed much concerned at the possibility of the French aviator reaching Manchester first. Both had traveled at the rate of between 35 and 40 miles an hour.

Excitement in London.
The race caused tremendous excitement in London. Bulletins of its progress were posted in public places and announced in public halls and the evening papers, containing an account of the start, were eagerly snapped up. Everywhere hope was expressed that the Englishman would win. Little else was talked of, the international character of the race adding greatly to the interest.

Paulhan's magnificent flight of 117 miles without descent in the two hours and fifty minutes compares favorably with his flight on April 18 from New Orleans to Arcis-sur-Aube, a distance of 118 miles in three and a half hours.

In the Air Again.
White started again on the race to Manchester at 2.50 a.m. this morning. His machine was in perfect order, as he had given orders that everything should be in readiness at midnight. After enquiring anxiously what time dawn would break and being informed at 3 o'clock, he said: "I must start a march on Paulhan at all hazards. I don't mind starting in the darkness if I have light to descend by."

White was sitting in a big armchair, reading a paper, when he was studying a map of the route which lay on his knee, and looked rather pale and haggard after the strain of his long flight and the cold. He was surrounded by a crowd of admirers in the drawing-room of the residence of Dr. Ryan of Roadie, who placed the house at his disposal.

His mechanics arrived in a motor car soon after he descended, and got everything in readiness for a fresh start. He descended again at Pottsworth.

WANTED CHILD RETURNED

And Woman Custodian Was Arrested by New York Authorities.

NEW YORK, April 27.—A well-dressed woman, who said she was Mrs. Alfred Grouse, No. 421 Laval-street, Montreal, was arrested on board the Clyde Line steamer Comanche this afternoon just as she was about to sail for Jacksonville, Fla. With the woman was a two-year-old child. Grouse was taken to police headquarters. It was alleged the child had been kidnapped.

Question of Custody of Child.
MONTREAL, April 27.—Mrs. Grouse, who is held in New York, has not been charged with abducting little Yvonne Duval. Some time ago it appeared that both the child's parents were incapable of taking care of their offspring and the secretary of the B. P. C. C. advertised for a woman to adopt the little child. Mrs. Grouse took the child, but it transpired that she was ill-treating her charge. Mrs. Grouse left for Florida, and the secretary wired to New York to have the mother stopped, and the child sent back to Montreal.

WHY KITCHENER MISSED US

Would Have Been Poor Compliment to Have Hurried Thru.

LONDON, April 27.—Lord Kitchener, asked regarding his inability to visit Canada, expressed regret that he had not the time to do so, as he was merely rapidly passing thru the United States.

"I made the journey as quickly as possible and did not even have time to go to Washington."

"I feel it would have been a poor compliment to Canada to have passed thru it in such a hurried way."

Horse Fell on Rider.
While riding on West Adelaide-street, J. A. Tasker, 238 West Adelaide-street, was riding on a horse which was stumbling and falling upon him. He was taken to the Western Hospital.

CANADA CONGRATULATED BY AMBASSADOR BRYCE

Tariff Settlement Has Enhanced Respect for Our Statesmanship and Shown Good Feeling.

OTTAWA, April 27.—(Special.)—"I trust I may be permitted to congratulate your excellency and your excellency's government upon a settlement which has not only maintained friendly relations between the two countries, but has had here, in the United States, the double prospect of enhancing the respect felt for Canadian policy and statesmanship, and of giving further proof of Canadian good feeling, which is not lost upon the American people."

In these words Right Hon. James Bryce, British ambassador at Washington, congratulated the United States, Earl Grey on the conclusion of the tariff agreement between Canada and the United States.

The complete correspondence respecting the negotiations was laid on the table of the commons this evening in printed form.



"NOW, BRING ON YOUR COMBINES LIONS!"

PREMIER AT QUEEN'S LAYS CORNER STONE

Names New Chemistry Building Gordon Hall—Annual Convocation Brings Distinguished Audience.

KINGSTON, Ont., April 27.—(Special.)—"It was asked when I came down here to choose a name for this building," said Sir James Whitney, who well and truly laid the foundation stone of the new chemistry building of the school of mining of Queen's University this afternoon. "I had very little hesitation in doing so. I feel that I honor myself in the name that I have chosen. This building shall be known as Gordon Hall."

Principal Gordon, whose name will henceforth be linked with the fine granite structure that has already begun to rise in harmony with the general architectural scheme of the university, replied to the honor done him in a few felicitous words.

Sir James was presented by the vice-chairman of the board of the school of mining with a handsome scroll of the honorary degree of LL.D., which he accepted with the usual university publications, sets of coins and tercentenary stamps and a scroll containing the names of Earl Grey, the lieutenant-governor, Sir James Whitney and of university and civic dignitaries.

Accompanying the premier's party were Hon. Frank Coburn, Hon. Wm. Duff, R. J. McCormick, M.L.A., Allan Studholme, M.L.A., J. R. Dargavel, M.L.A., and Valentine Stock, M.L.A.

Grant Memorial of Latin in Queen's, who was unable thru a severe attack of rheumatism to be present to receive the honorary degree of LL.D., Sir James Whitney took occasion to refer to the British system of parliamentary government. "Just as soon," he replied, "as the British people learn that there is greater liberty under British institutions than under any other on earth and that the only method they can keep is by party government, just so soon will there be less of party prejudice." The abolition of the party system, he declared, would mean stagnation.

The honorary degree of D. D. was conferred on Rev. Andrew Love of Quebec, and LL.D. also on Dr. Wm. Park, director of the Research Laboratory of New York, and Dr. Glover, fellow of St. John's College, Cambridge, former professor of Latin in Queen's. J. L. Nicol, M. A., won the degree of Ph.D. for a thesis on "The Influence of Greek Ideas on the Jews."

A feature of the convocation was the presentation on behalf of Lord Strathcona to the university, and to Colonel Crove, for the Royal Military College, of shields made of the copper from Nelson's flagship Victory.

The new chemistry building owes its erection to the \$100,000 given by the provincial government. The school of mines has now 36 professors and 320 students.

In the evening a banquet was given to Sir James Whitney and party at the Frontenac Club by W. F. Nickle, M.L.A.

\$6,500,000 Money Loss Over Budget

Premier Aquith Says Country Actually Suffered—Budget Thru Commons and in the Lords Again.

LONDON, April 27.—Chancellor Lloyd-George's finance bill, the rejection of which by the house of lords cost the nation, as Premier Aquith announced in his speech to-night, \$6,500,000 in actual money, passed the third reading in the house of commons by a majority of 38, amid enthusiastic cheers from the ministers.

It was immediately carried to the house of lords, which was waiting in session to receive it, and in quite uneventful fashion the lords passed the first reading of the bill.

WINNIPEG, Man., April 27.—(Special.)—"This afternoon's sitting of the royal commission enquiring into the Alberta Railway scandal was interesting, really new. Wm. Bain's evidence showed conclusively he was simply a dummy director, who voted as he was directed by Lawyer Minty or President Clarke. He is Minty's brother-in-law."

Also, there appeared a letter from John Stocks, deputy minister of public works for Alberta, in which Stocks told pretty plainly what he thought of the Clarke aggregation of promoters. It was dated February 27, 1909, and the following is extract:

"I must at this time refrain from commenting on the personnel of the promoters, I have had my own opinion of the matter from the start, and recent events have only confirmed it. It is to be hoped, however, that the auditor appointed to look after the line in particular, may be a stamp of men who will see that the interests of the government and people are fully protected."

"There is no doubt in my mind that these promoters have pretty well got the ear of the executive, and it does not appear to me to be advisable at this time to attempt to force my personal views upon them."

To E. B. Bennett on cross-examination Bain said the typewritten minutes he signed must have been prepared and taken to the meeting before anything was done. Although he had stock in the A. & G.W.Ry., credited to him, he did not pay anything for it, and was under the impression that W. R. Clarke had paid. He had transferred the stock to Clarke at a meeting held last Wednesday in Minty's office, and the two Clarks were there. They had the typewritten minutes of the meeting ready, and all that was necessary was to put them thru. Those minutes were signed by the two Clarks, and that Minty's law firm had retired from the solicitorship of the company.

It is expected that the commission will leave for Toronto on Saturday to take the evidence of Alfred Hawes.

WAS A DUMMY DIRECTOR AND VOTED AS ASKED

Further Light Thrown on the Alberta Railway—Commission May Come to Toronto.

WINNIPEG, Man., April 27.—(Special.)—"This afternoon's sitting of the royal commission enquiring into the Alberta Railway scandal was interesting, really new. Wm. Bain's evidence showed conclusively he was simply a dummy director, who voted as he was directed by Lawyer Minty or President Clarke. He is Minty's brother-in-law."

Also, there appeared a letter from John Stocks, deputy minister of public works for Alberta, in which Stocks told pretty plainly what he thought of the Clarke aggregation of promoters. It was dated February 27, 1909, and the following is extract:

"I must at this time refrain from commenting on the personnel of the promoters, I have had my own opinion of the matter from the start, and recent events have only confirmed it. It is to be hoped, however, that the auditor appointed to look after the line in particular, may be a stamp of men who will see that the interests of the government and people are fully protected."

"There is no doubt in my mind that these promoters have pretty well got the ear of the executive, and it does not appear to me to be advisable at this time to attempt to force my personal views upon them."

To E. B. Bennett on cross-examination Bain said the typewritten minutes he signed must have been prepared and taken to the meeting before anything was done. Although he had stock in the A. & G.W.Ry., credited to him, he did not pay anything for it, and was under the impression that W. R. Clarke had paid. He had transferred the stock to Clarke at a meeting held last Wednesday in Minty's office, and the two Clarks were there. They had the typewritten minutes of the meeting ready, and all that was necessary was to put them thru. Those minutes were signed by the two Clarks, and that Minty's law firm had retired from the solicitorship of the company.

It is expected that the commission will leave for Toronto on Saturday to take the evidence of Alfred Hawes.

CHINA'S PRINCE REGENT WAS NEARLY BLOWN UP

Bomb Hurts Three Attendants to Death While Party Were Walking in the Royal Gardens.

VICTORIA, B. C., April 27.—The SS. Awa Maru brought particulars to-day from Peking regarding the attempt on the life of the prince regent of China on April 3.

Following a first attempt, frustrated by the discovery of wires leading to bombs of blasting gelatine, by a captain of infantry, a second attempt was made. Other bombs were found in parts of the palace gardens.

News was also brought of the loss of over a hundred lives in an avalanche on April 3. A great mass of snow and ice came down Sunagene Hill, overwhelming the village of Tashimova. Mues and the adjoining valley for nearly five miles with 16 feet of debris.

CENSURE FOR LUMBER CO.

Lack of Proper Facilities Caused Death of Employees, Says Jury.

That John Leslie Smith came to his death in the Rosehead Saw Mills on April 19 as a result of lumber, piled in an uneven position on a truck car, and breaking thru the supports, falling upon him, was the verdict returned by Coroner Crawford's jury at the inquest to-night. A second employee was also killed in the accident.

The following riders were also added: "Further we find there is no mechanical device for locking the cars whereby when empty they may be held in a safe and proper position to receive their load of lumber," and "further we find that lighting facilities are improper; as it was too dark for the workmen to adjust the load properly, and to fulfill their other duties."

FIGHT FOR DOCTOR'S LIFE

Advices by Wire From Baltimore to Aid in Treatment.

LONDON, Ont., April 27.—(Special.)—"To-night the life of Dr. John D. Wilson, ex-mayor of London, hangs by a thread. To prevent annoyance from the racket of passing rigs, the block on which he lives has been closed to traffic."

Details of the case were telegraphed to Johns Hopkins Hospital at Baltimore and advices as to treatment received, which are being followed. He is suffering from septic poisoning.

S. A. PARLIAMENT BUILDINGS.

JOHANNESBURG, S. A., April 27.—The contract for the union houses of parliament in Pretoria has been signed, the amount being £22,500. This is the largest contract in the history of South Africa.

THREE MEN DROWN.

QUEBEC, April 27.—At Bedards Rapids, Twickesbury, three have met a watery death in the Jacques River. Only one of the bodies, that of Sam Dupont, belonging to Batouen, has been recovered. The men were driving logs.

POLITICAL POT IS BEGINNING TO BOIL OVER

H. H. Dewar and The Globe Seem to Have Combined in Effort to Drive Hon. A. B. Aylesworth From Cabinet—Various Reasons Ascribed.

The papers are full of the inside disturbances of the Liberal party. Three weeks ago it was the Conservative party.

The Globe has determined to rid the Liberal party of Hon. A. B. Aylesworth. He does not, according to a friend of The Globe, understand the Puritan conscience of the Ontario Liberal and must go. "That is why we like him," is the reply of Hon. Charlie Murphy. Any way, The Globe gave him a royal roast for his speech and action on the Miller bill against race-track betting and for pardoning the two men convicted of circulating indecent literature.

A telephone call on The World suggests that Senator J. A. Aylesworth of The Globe resents the decision of Mr. Aylesworth as minister of justice not to disallow Whitney's hydro-electric legislation.

Hartley Dewar says Mr. Aylesworth has not been a minister in the partisan sense (tho he professed himself such last week), in visiting the boys' when he came to town, that he does not give effective party service.

It will be easy for any one to drive Mr. Aylesworth out of office, inasmuch as he is more than anxious to withdraw. He is the one minister that sacrificed at least \$20,000 a year to place his services at the disposal of the Liberal party, rather of Sir Wilfrid Laurier, for the one outstanding feature in Mr. Aylesworth's career at Ottawa has been his personal devotion to the premier. Mr. Aylesworth may, therefore, be out of the government after the close of the session, tho he will act as counsel in Canada at The Hague tribunal, whither he goes in a few days. Perhaps he may go as minister of justice. The World rather thinks he will soon quit his cabinet responsibility. He could take a proper fee as counsel if he were not in the government. But despatches from Ottawa, at least in the night's papers say that Mr. Aylesworth will not retire when under fire. As for Sir Richard's successor, then to be leader assistant with the succession in view.

Reports of other changes in the cabinet are current at Ottawa, but like former reports they may not come to pass. Mr. Brodeur's health has not been restored; at best he has short spells of vigor and then relapses. Senator Dandurand of Montreal who is now a right-hand for Sir Wilfrid, may yet be induced to take a portfolio. He is the ablest and best balanced French Liberal in politics.

The Dewar Letter.
H. H. Dewar, K.C., in a letter on the first page of The Globe yesterday which was a criticism of the Ontario members of the Laurier cabinet in general and on Mr. Aylesworth in particular. The writer deplored the lack of organization in the Liberals of Ontario and he laid the responsibility therefor at the door of ministers from the province. He goes on:

"It is a notorious fact that in the campaign of 1906 there was not a solitary minister of the crown in the Province of Ontario west of Brockville who was of the least value to the Liberal organization as an informing, energizing or directing force. In the Toronto district our only representative in the commons is the minister of justice. None of our six senators can now be reckoned on in the matter of organization."

We find a different state of affairs in the provinces to the east. The ministers of the crown and even senators not only perform their administrative and parliamentary duties well, but also take charge of their districts, feel the pulse of the people, bring informed minds to the consideration of political issues and set the example of a political organization that means something. Analyze the returns in the Province of Quebec and you will see that behind the personality of Sir Wilfrid there is the organized effort that spells out success in close ridings.

"Constituencies in Western Ontario can figure out this problem for themselves and make their own application. But I know that in the City of Toronto and surrounding ridings we have suffered and are suffering as a party because the minister who is supposed to represent this district is not a political force or even a factor in organization. A district of even a constituency."

A RETROSPECT.

April 28, 1859—Act of Uniformity passed in the east.
April 28, 1770—Cook landed at Botany Bay and named the country New South Wales.
April 28, 1896—Parliament at Ottawa expires by effluxion of time.

HORSE SHOW SUCCESS.

This year's Horse Show is the best yet. Better horses and better looking women and that is saying a whole lot for this year's Horse Show. The men, too, are certainly some great big attraction. They are well groomed, better costumed—wearing good hats more of them. The Dineen-Company have some special lines in Horse Show silks, including those by Henry Heath, who is the maker to His Majesty King Edward. Show open evening.

FIVE HUNDRED KILLED?

LONDON, April 27.—A special from Salonica says that 500 Albanians, a watery death in the Jacques River. Only one of the bodies, that of Sam Dupont, belonging to Batouen, has been recovered. The men were driving logs.

THREE MEN DROWN.

QUEBEC, April 27.—At Bedards Rapids, Twickesbury, three have met a watery death in the Jacques River. Only one of the bodies, that of Sam Dupont, belonging to Batouen, has been recovered. The men were driving logs.

CENSURE FOR LUMBER CO.

Lack of Proper Facilities Caused Death of Employees, Says Jury.
That John Leslie Smith came to his death in the Rosehead Saw Mills on April 19 as a result of lumber, piled in an uneven position on a truck car, and breaking thru the supports, falling upon him, was the verdict returned by Coroner Crawford's jury at the inquest to-night. A second employee was also killed in the accident.

FIGHT FOR DOCTOR'S LIFE

Advices by Wire From Baltimore to Aid in Treatment.
LONDON, Ont., April 27.—(Special.)—"To-night the life of Dr. John D. Wilson, ex-mayor of London, hangs by a thread. To prevent annoyance from the racket of passing rigs, the block on which he lives has been closed to traffic."