Feat of Alcock and Brown Repeated Again By French Flyers

Stowaway Adding An Additional Weight Not Counted On In Estimates of Trip Nearly Lost Lives of All

MID-ATLANTIC THRILL

Paris, June 16. — Three gallant Frenchmen swooped down out of the clouds this evening to the acclaim that had awaited them for two days for being the first to blaze the name of France on the dangerous air route over the Atlantic.

Jean Assolant, Rene Le Fevre and Armeno Lotti, jr., had been taken to the heart of France to-night for their flight without stop from Old Orchard, Maine, to Comillas, Spain, only a few miles short of their goal of French territory. They supplied that missing link in two hops to-day, and came down on Le Bourget field at 8.47 p.m., to be hugged, kissed and cheered by their relatives and a large crowd that awaited them.

Assolant gave this audience a thrill by his dramatic touch in streaking over the field at a speed of 150 miles an hour and landing while the Yellow Bird was still going more than 60 miles an hour.

"The last quarter hour was the worst," he said as he jumped from the cockpit and his mother smothered him with kisses. Lotti summed up the experience of all of them when he said: "The transatlantic flying problem has not yet been solved."

Motor Stopped in Mid-Ocean

How close to-night's heroes came to finding a watery grave like the many others ho had preceded them was told when Lotti received newspapermen in the dining room of his fathers hotel. "Our motor stopped in mid-ocean and really we were scared." he said.

Assolant interrupted him with. "Speak for yourself, Armeno, say you were scared. I did not have time to be scared."

It developed that the trouble was due to a leaking valve which the fliers thought had been fixed up before they took off from Old Orchard Thursday.

Aviation Minister Laurent Eynac and representatives from the foreign office were waiting at the field, but the first words of Assolant, first man out of the plane, were: "Where is mother?" Mother was right there.

"I would like to get a glass of white wine," Assolant said immediately after his mother let him escape from her embrace. The aviator was carried to the headquarters of the 34th Regiment, where the aviation minister and Commandant Renvoise officially received the aviators.

Lotti admitted that the weight of the stowaway undoubtedly prevented the Yellow Bird from reaching France. "We had dispensed with every ounce of extra weight, not even taking bananas or gum boots, and Schreiber endangered our lives by his act. It is safely over now. I bear him no hard feelings, but when I was startled 20 minutes from Old Orchard by his hand on my shoulder I wanted to wring Schreiber's neck.

Made Schreiber Sign Contract

"I made Schreiber sign a rude contract aboard the plane, providing for a 50-50 split of all newspaper earnings with Assolant and Le Fevre. I have signed him up with the same syndicate as myself, so the stories won't repeat and spoil each other's value. I have signed Schreiber for $20,000 for an exclusive story for a syndicate."

Two bananas each and one thin sandwich were all the fliers ate during the trip. "Somehow or other it seems one doesn't get very hungry on these transatlantic flights," Assolant said.

Lottie to-night said: "We will try to make it the other way next time, Paris to New York and without stops anywhere."

Lotti added: "Perhaps officialdom will permit us to try it now that we have proven we can do it." Whether the return flight would be attempted this summer was left unsaid.

The Duke of York In a Car Crash

His First Thought For Hurt Motor-cyclist

Staines—The Duke of York, while recently motoring in London road, Staines, came in collision with a motorcycle combination near Billett Bridge.

The bridge crosses the canal on the outskirts of the town. The Duke's motor-car was travelling towards London at the time.

"A motor-coach was coming from the opposite direction," said Mr.. G. F. Rollings, proprietor of a hotel a few yards from the scene of the accident.

"At the same moment, a motorcycle combination appeared from behind the coach, and became sandwiched between it and the Duke's car.

"The motorcycle crashed into the side of the Duke's car, which was badly damaged, and the Duke and his companion received a shaking.

"The Duke jumped out and said to the motorcyclist 'Are you hurt?' The cyclist looked very shaken, and was holding his right arm as though it was injured.

"He was most plucky, however, and said 'No, sir, thank you.' Police were called, and they took details of the accident, while the Duke sat inside the car.

"It was fortunate that the sidecar of the motorcycle combination was empty, or there might have been a much more serious smash.

"The Duke again asked the motorcyclist if he felt all right before his motor car drove off again to London. A little crowd of people gathered, and speedily recognized the Duke, who was cheered as he drove away."

West Indian Trade

Saint John Telegraph-Journal (Ind.): Canada has the best market for the fruits and vegetables and other products of the West Indies. We must buy such products, and it is obvious that it is in the interest of the Empire to draw into closer trade relations with the British Colonies to the south rather than seek in foreign markets what we may better purchase from them.

Empire Building

Victoria Colonist (Cons.): It should be the ultimate aim of the British Empire to make itself as self-supporting as possible. It should be possible to make it the aim of all its constituent parts, where they cannot buy goods manufactured at home, to buy those made in some other part of the Empire. That is the road to self-support. In the aggregate Empire-buyers become Empire builders.

Swedish Fliers Forced Down On Iceland Coast

Engine Balks Near End of Second Leg of Flight—1450 Miles Covered

Stockholm.—The airplane Sverige, bearing Cap. Albin Ahrenberg and two companions upon their projected Stockham-to-New York flight, has been forced down at Skaptaros, in southwest Iceland.

The fliers made a safe landing, after engine trouble developed when they were within about 150 miles of Reykjavik, Iceland, their destination, upon the second leg of the flight. Skaptaros is approximately 1450 miles from Stockholm.

Radio Tells of Flight

The fliers left Stockholm at 5 a. m. June 9, carrying 1200 letters and 20 postal packages for New York. The destination on their first "hop" was Bergen, Norway.

They were accompanied on the initial leg of the trip by the financial backer of the flight, Tage Cervin, and Sven Jerring, announcer of the stockholm Broadcasting Corporation who radiocast a continuous account of the flight from the airplane.

Flying at a height of more than 9000 feet, the Sverige made the first aerial crossing of Norway's snow-capped Langefjaeld Mountains. The plane arrived at Bergen at noon.

After a luncheon given by Bergen military flying officials Captain Ahrenberg and Lieutenant Floden and Radio Operator Ljunglund, took off on the second part of the journey.

Non-Freezing Fuel

The Sverige was made especially for the transatlantic flight by the Junkers factory, and is equipped with a Junkers L-5 six-cylinder water-cooled motor with an extra high compression ratio. Its tanks hold sufficient fuel for 17 and one half hours flying.

A mixture of benzol and toluol which will withstand a temperature of 30 degrees below zero, Centibrade, without freezing, was to be used as far as Greenland, where arrangements have been made to refuel with benzol.

The purpose of the flight, according to Captain Ahrenberg, is to demonstrate the possibility of carrying passengers across the Atlantic by air, using the Greenland-Labrador route, which gives the shortest over water distances.

The total time for the Stockholm-New York flight was originally computed upon a 47- hour schedule, including stops of not more than two hours each at the refuling points.

Disbehaving Again!

MOUNT VESUVIUS AGAIN BELCHING FORTH LAVA

View of the crater of Vesuvious throwing forth lava and ashes which threatened to devastate the surrounding country. The eruption was the worst since the destruction of Pompeii.

The Markets

PROVISION PRICES

Toronto, wholesale dealers are quoting the following prices to the trade:

Smoked meats—Hams, med., 31 to 33c; cooked hams, 50c; smoked rolls, 28c; breakfast bacon, 26 to 38c; backs, peameaked, 34 to 39c; do, smoked, 30 to 40c.

Cured meats—Long clear bacon, 50 to 70 lbs., $21 70 to 90 lbs., $19; 90 to 100 lbs. and up, $18; lightweight rolls, in barrels, $11.50; heavyweight rolls, $38.50 per barrel.

Lard—Pure, tierces, 16c; tubs, 15¾ to 16¼c; pails, 16¾c; prints, 18¼ to 18¾. Shortening, tierces, 13½ to 14½c; tubs, 14c; pails, 14½c; tins, 16½c; prints, 15½c.

Pork loins, 31½c; New York shoulders, 21½c; pork butts, 26½c; pork hams, 26c.

PRODUCE.

Toronto wholesale dealers are paying the following prices:

Eggs, ungraded, cases returned—Fresh extras, 27 to 28c; fresh firsts, 25 to 26c; seconds, 22c.

Butter—Creamery, solids, pasteurized, No. 1, 36¾c; No. 2, 35¾c.

Churning cream—Special, 37 to 38c; No. 1, 36 to 37c; No. 2, 33 to 34c.

Cheese—No. 1 large colored, paraffined and government graded, 19¾c.

GRAIN

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Man. wheat—No. north., $1.14¾; No. 3 north., $1.12; No. 4 wheat, $1.08; No. 5 wheat, 97¾c; No. 6 wheat, 84[illegible]; feed wheat, 72¾c. (c.i.f. Goderich and bay ports. Price on track, 1c higher than above.)

Man. oats—No. 1 feed, 48¾c; No. 2 feed, 45¾c. (c.i.f. Goderich and bay ports.)

Am. corn—No. 2 yellow, kiln dried, 92c. (c.i.f. bay ports.)

Millfeed—Del., Montreal freights, bags included—Bran, per ton, $28.25; shorts, per ton, $29.25; middlings, $35.25.

Ont. oats—Good sound, heavy oats, in car lots, 45 to 48c, f.o.b. shipping points.

Ont. good milling wheat, f.o.b. shipping points, according to freights, $1.15 to $1.18.

Oats—42 to 45c.

Barley—Malting, 65 to 68c.

Buckwheat—88c.

Rye—No. 2, 95c.

Man. flour—First pats., in jute, $7, Toronto; second pats., in jute, $6.40.

Ont. flour—Track, Montreal, car lots—90 per cent. pats., per barrel, $5.70.

HAY AND STRAW

Wholesale hay and straw dealers are making the following quotations to farmers (delivered at Toronto):

No. 1 timothy, loose, per ton, $19 to $20; do, baled, nominal; No. 2, $15 to $15.50; No. 3, $13 to $14.50; lower grades $10 to $12.50; wheat straw, $10.50; oat straw, $9.50.

LIV STOCK.

Handy beef steers, $10.50 to $11.50; butcher steers, choice, $11.75 to $12; do, fair to good, $10.75 to $11.25; do, com., $9.50 to $10; butcher heifers, choice, $11.25 to $12; do, fair to good, $10.75 to $11.25; do, com., $9.25 to $9.75; butcher cows, good to choice, $8.75 to $9.75; do, com. to med., $6.50 to $8; do, canners and cutters, $4 to $6; butcher bulls, good to choice, $8.50 to $9; do, med., $7.50 to $8; do, bolognas, $7 to $7.25; baby beef, $11 to $14; feeders, choice, $9.75 to $10; do, fair to good, $9 to $9.50; stockers, choice, $9.25 to $9.75; do, fair, $8.50 to $9; calves, good, $14 to $15; do, med., $11 to $13; do, grassers, $7.50 to $8; springers, $85 to $125; milkers, $75 to $100; lambs, choice, $18.50 to $19; do, culls, $15 to $16; sheep, choice, $6.50 to $7.50; do, med., $5.50 to $6; do, culls, $2.50 to $4; hogs, selects, w.o.c., $13.50; do, do, fed, $12.95; do, f.o.b., $12.25; do, thick smooths, w.c.o., $13.00.

Foreign Immigration

Manitoba Free Press (Lib.) Our immigration policy towards the non-preferred countries ought to be one of non-solicitation, but not one of arbitrary exclusion under the operation of a quota We already have a large settlement of people from these lands in this country; and we can rely upon these people to bring in a considerable volume of immigrants of a good type every year. This we should regard as sufficient.

SETS TENNIS FASHION

Helen Wills, queen of the tennis court, in a newly designed tennis sweater featuring the emblems of tennis.

Mounting List of Accidents Does Not Develop Safety First Ideas

Seven More Lives Claimed Over Week End in Province While Many More Were Injured—All Accidents Show That Care Would Have Saved Lives

LEARN TO SWIM

Windsor, June 16.—The father forgetting he had his brakes newly relined jams down his foot. Results five people, four of them small children met death to-day while a frantic father struggled in vain to effect a rescue.

The victims are: Mrs. Emma Helderwerde, 55, housekeeper to Philip Bedard, Tilury merchant; Duke Bedard, aged 8, Bernardine Bedard, aged six, Jean aged three, and Andrew, a one-year-old infant.

The accident occurred on the main road leading from Tilbury to Lake St. Clair. The family was returning from church, when the sedan, driven by Philip Bedard, swerved across the highway, crashed through a fence and plunged into the drainage ditch which contained eight feet of water.

The father managed to escape from the death trap by a remarkable effort, The window of the machine was open on his side. His children and housekeeper, however ,were pinned in the rear seat and he was unable to free them. The five victims were dead when they were released from the car 15 minutes later. Three doctors attempted for nearly three hours to revive them by artificial respiration.

CARELESSNESS KILLS ONE

Aurora, June 16.—One person was killed and four others slightly injured when a motor car, southbound on the Yonge street highway south of this town, skidded on the pavement, overturned and rolled over three times into the ditch shortly after noon today.

Mrs. Rose Smith, aged 63, widow, 767 King street west, Toronto, was killed. Her son, Harry Smith, was was driving the car, was badly shaken. He was placed under arrest by County Constables Dunham and Fleury on a charge of reckless driving. Mrs. Harry Smith and two other passengers suffered shock but were not physically injured.

Smith was driving south along the highway at a fair rate of speed, according to witnesses questioned by the police. Suddenly the light sedan skidded, swerved out of its path, swung completely around and turned over. It is said that it rolled over three times before coming to a stop at the side of the road. All the glass in the car was smashed and the framework badly crumpled.

It would appear due and reasonable care had not been exercised.

SPEED MERCHANT KILLS

Hamilton, June 16.—Thrown into the air when truck by an auto traveling, police estimate, 50 miles an hour, William Loftus of 109 Dundurn street north, was fatally hurt early to-day on York street, opposite Dundurn park.

William Dempster of 1896 Dufferin street, Toronto, driver of the car faces a charge of manslaughter. Seriously hurt in the smash, he was taken to the General hospital and is under police guard. His injuries are not as severe as at first thought but his condition is still serious. After striking the victim the Toronto car swerved into the auto of James Burnside of 31 Dixon street. It was completely wrecked. Burnside suffered painful injuries. Again lack of care and careless driving.

THROWN FROM CARRIAGE

Brockville, June 16.—As the result of being thrown out of his carriage when it was struck by an automobile bearing a Michigan license, at a cross road east of Prescott on provincial highway No. 2 yesterday, Thomas Powell, aged 82, of that vicinity, is in the General hospital with a fractured hip and suffering from shock, and attending physicians say that his recovery is doubtful. The horse which Powell was driving was killed in the collision and the driver of the car swung it in the ditch in an effort to avoid the crash. No person in the car was, however, injured. Again the car was travelling too fast for the ability of the driver.

FIVE IN HOSPITAL

Windsor, June 16.—Three young women and two men, all of Detroit, are in Hotel Dieu suffering from injuries received this morning when the automobile in which they were riding upset in a ditch near Harrow. They are, Margaret Graham, 20; Lorena Watt, 19; Lucille Mason, 21; Richard Garanger, 21; and Edward Weymouth, 25. Their condition is not believed to be serious.

TRIPLE CRASH.

Peterboro, June 16.—Dorothy Barnecotte, 8 Argyle St., Toronto, and Fred Rumuhor, Peterboro, are in Nicholls hospital suffering from serious injuries as a result of an auto accident on the Lindsay-Peterboro highway last night. Miss Barnecotte is suffering from serious head injuries, while Rumohor is feared to have been injured internally,

Two taxi cabs owned by the Fontaine livery of this city, overtook a light car on the top of a hill. As the first taxi was about to pass, a fourth car, driven by Arthur Jobe of this city, appeared over the brow of the hill, and crashed with it. In an instant the other taxi with Rumohor as a passenger, piled into the wreck, throwing Miss Barnecotte out. The three cars were damaged beyond repair.

Traffic Officer Hinchcliffe was at the scene of the accident in a few minutes and placed the drivers of the taxis, Ruben Colley and Raymond Stinson, under arrest.

SEVEN HURT IN COLLISION

Brampton, June 16.—Seven persons travelling on the Centre road north of here Saturday afternoon, had a narrow escape from injury when their auto collided head-on with a Gray Coach bus. Clifford Dearten, 266 Erskine avenue, his wife, his mother and four children, travelling north from Brampton on a picnic trip, suffered minor cuts and injuries and were treated by Dr. W. H. Brydon. The driver of the bus, George Altfield, and the only passenger, T.T.C. Inspector William Guscott, were not injured.

The Gray Coach bus was travelling south on the Centre road, returning from the Rhani Ghar Grotto picnic at Colonel Bertram's estate, near Snelgrove. On the straight road just north of here the steering gear became locked and the heavy vehicle swerved across to the left side of the road.

BOY DIVES TO DEATH.

Belleville, June 6.—Diving from a raft in 13 feet of water, James Cassidy of Trenton, 11-year-old son of James Cassidy of that place, was drowned on Saturday morning. With a companion, Albert Cooney, he was playing along the shore whon the raft became loose from its moorings. Cassidy, who was unable to swim, jumped into the water, sinking instantly from sight. Cooney made strenuous efforts to save his chum, but to no avail.

SUDBURY CHILD DROWNS

Sudbury, June 6.—Playing with a chum on the shores of Lake Ramsay, near Brown's Point, little Edgar Shore the nine-year-old son of Mr. and Mrs. F. R. Shore, 108 Kathleen street, Sudbury, was drowned Saturday afternoon. Venturing beyond his depth he slipped into about 12 feet of water. Little Jackie O'Brien, eight-year-old companion of the drowned child, witnessed the tragedy, but was too frightened to tell anyone, and the facts were not known until the boy's father identified Edgar's clothes on the shore of the lake late Saturday night. The remains were recovered Sunday morning.

DAUGHTER FOLLOWS DAD

Miss Megan Lloyd George campaigned side by side with her famous dad, and is herself now a member of parliament from Llangefni, Wales, her native district.

Hypnotist Unable To 'Work' In Court

Fails in Promise to Judge But is Given Freedom

"If I can't hypnotize the Crown Prosecutor, send me to the penitentiary for three years," J. A. Morin dit Lenoir, requested of Judge Lacroix as he stood in the witness box in Montreal endeavoring to prove to the court that he is an expert hypnotist and no amateur. Morin looked fixedly at Auguste Angers, K.C., the Crown Prosecutor but finally abandoned the attempt by declaring that the lawyer was a "bad subject for a hypnotist."

He had failed but Judge Lacroix did not hold him to his promise. Morin was accused of obtaining $38 by false pretences from Maurice Paquet, but the proof showed that the latter had given the money to secure lessons which would qualify him as a competent hypnotist. He was acquitted.

When not dispensing lessons in hypnotism, Professor Morin spends his time mystifying audiences in theatres.

Empire Markets

London Times Trade Supplement: The development of the Empire brings a direct benefit to the Mother Country by creating increased demand for its manufactures, but there is always a tendency to concentrate attention upon the ominions and to overlook the important part that might be played by the Colonies and Protectorates. Yet the Gold Coast and Nigeria—to take two instances—import from this country more goods per head of their population than the United States.