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ching mullet John J. Jan-Monday, noad little girl, number of small creek. he mouth of iss Jandreau.

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CANADA WILL BUILD NAVY.

Mr. Asquish Makes Announcement in the Commons.

Vessels For the Pacific and the Atlantic Also.

Fritain Will Lend Canada Vessels in the Meantime.

London, Aug. 30.-The Canadian Associated Press learns on high authority that the vessels to be loaned to the Canadian Government by the British Admiralty will be two third-class cruisers, one for the Pacific andtheother for the Atlantic.

These ships will require refitting and alterations, which will be done on this side, at the expense of the Canadian Covernment,

The officers of these ships will also be loaned to Canada, and be paid by

When Canada starts to build war ships, which the Canadian Associated Press understands will be of the Bristol type of cruiser, they will be built in Canada. A representative of a leading firm of shipbuilders will shortly proceed to the Dominion to select a site

for a shipyard. Regarding the site of a shipyard on the Pacific, a prominent naval expert was asked his opinion by a Canadian official and he replied: 'Vancouver is more suitable than Esquimalt, though is might also be necessary to have a

dock at the latter.' The Canadian Associated Press further understands that the idea of having submarines on the St. Lawrence River and the Pacific Coast has been suggested, and the suggestion has been

received with some favor. The Bristol type of cruiser, which it is understood Canada will build, establishing a shipyard for the purpose is a second-class protected vessel, being of 4,800 tons burden, and capable of developing a speed of 26 knots an hour. Britain is at present building five such vessels herself, to be completed next year. They will have tur-

bine engines. from 20 to 22 knots and be of from | sonal friend and now one of the chief

2.000 to 3,000 tonnage.

formed that the disposition of the Canadian flees will be as follows: gend one cruiser and four destroyers try not to think, and it is well, for we for the Atlantic. Two cruisers will be know that the thought is antagonistic lent by the Admiralty pending the con- to life and health, struction of the Canadian vessels. Docks are to be built which will ac-

be wholly British in composition. ASQUITH'S STATEMENT. London, Aug. 30.—Premier Asquith. imparting to the House of Commons this afternoon the results of the conference | the unfortunate event will be immedion Imperial defence, held recently in ately announced through the public

strength. The remodelled fleet will consist of death a secret, that would be impossithree units, the East Indies, the Australian and the China squadrons, he said, each unit to be composed of a many years of life before her, and there large armored cruiser of the Indomitable seems to be no reason to fear the contype, three cruisers of the Bristol type, trary. She has lived actively and is still six destroyers of the river class and six extremely active in her work. But to-

submarines. Zealand and Australia present the of the week, and has gone through the tiring friend." At present the church The number of sold copies of Mrs empire with vessels of the Indomitable regular routine at her desk, in her li- is controlled by the board, and Mrs. Eddy's book, "Science and Health," is type instead of the proffered Dread- brary, in consultation with her advisers, Eddy actively advises with the board. not known, Farlow said, because Mrs. mought, and these ships will form a part and she has driven out for refreshment. The leaders and discoverers of the Eddy decided to discontinue publishing

adian Parliament, it was agreed that known her she has never been robust. founded on truths have found new lead- copies. Canada should make a start by building cruisers of the Bristol class and destroyers of the river class, making which marked the past great triumphs use of both Pacific and Atlantic ports of the Liberal colonial policy.

for the construction work. Premier Asquith also stated that it the Defence Conference, says the Times. has been arranged at the Imperial justify high expectations. It welcomes Defence Conference so to organize the practically the creation of a Pacific military forces of the Crown as to squadron, and concludes that the pro preserve complete autonomy in each posals open a new period of Imperial dominion while allowing for Imperial history. defence by uniting in time of danger in-

to one grand army. WHAT OTTAWA SAYS.

Ottawa, Aug. 30.-Ottawa has not been informed of any proposal to borrow two British cruisers to inaugurate the Canadian navy, though it is thought here that such a plan would not be unreasonable in connection with the training of Canadians as sailors and seamen to command and man war vessels, Howbuild a fleet proper for the purposes of Canada on a plan recommended by British authorities and approved by air before it had acquired sufficient death came very suddenly. craft required on the Atlantic and made to establish Canadian yards from beam, keeled over, and was forced back Fort Pickens, which was located on an which craft can be turned out. The to the earth. The accident occurred di- island, and commanded the entrance to opinion here is that unless some Brit- rectly in front of the tribune, and there | the harbor of Pensacola. It is asserted ish builder is venturesome. Canadian was universal sympathy for the plucky that the first rifle shot in the war was yards will not be established for some pilot. Paulhan explained that the real fired when Confederate soldiers tried years, as it is realized that to equip a cause or the misnap was a detour he to pass the pickets at night and failed. plant capable of producing modern made to avoid De La Grange, who was Later Fort Sumter fell, but the fort erwisers, destroyers and submarines is coming toward him. He said the wooden | pickets held out, although it was stormno small undertaking. Not only is ribs could be substituted easily, and that ed by 5,000 Confederates, until reinof the hull involved, but there are so start later in the day. many specialized departments, such as electrical engineering and fittting, inwolved.

PRESS COMMENT.

The Graphic observes that autonomy and standardization are the leading

principles. The Daily Mail proclaims it one more proof of the large patriotism and Imper-

ial spirit of the British people. The Post says it is the foundation a great Imperial system of defence. The Standard says the scheme will secure the outlying portions of the Empire against any attack, but that of a first-class fleet. It hopes the highest

posts in the Imperial navy will be open forty feet below the surface, this afterto colonial sailors ably the closest escape from death he The Daily Telegraph thinks the statewill ever have. One of the couplings of ment the most epoch-making announcement of our time, but adds respecting | the air tube parted and Coffrey was in the Canadian scheme that a few isolated | a fair way of being asphyxiated when ships of that sort count for practically | Capt. Harris W. Baker, who was acting |

one can presume to tell. The Chronicle declares the result of

the conference is another Liberal tri- surface. same zeal for freedom and local liberties ears.

WHEN MRS. EDDY DIES, WHAT THEN?



AT TOP, MRS. EDDY, ALFRED FARL OW AND ARCHIBALD MACLELLAN. BELOW, THE FIRST CHURCH AT

COPYRIONT 1906 BY EIRA W. REID,

(By Marlen E. Pew.) Boston, Mass., Aug. 30,-When Mrs. Mary Baker Eddy dies-what then? For the first time this question, much discussed outside of Christian Science

ed from within. at the Christian Science reading rooms, The third-class cruisers Canada will Boylston and Berkeley streets, Alfred without difficulty.' borrow kill probably have a speed of Farlow, for 20 years Mrs. Eddy's per-

The Canadian Associated Press is in- lowing statements: "It is not pleasant to discuss the possibility of the loss of friends through Two cruisers for the Pacific Ocean | death. This is a matter of which we all

particularly Mrs. Eddy's close associates, commodate the largest warships. They | bave been loath to discuss the future of might be placed on the Pacific or on the church in the event of such a great the Atlantic and Sa. Lawrence River. | misfortune as her demise. As a result The Pacific fleet mentioned by Pre- of this silence, in the face of much outmier Asquith consists of three units, | side discussion of the subject, a number the Australia, the China and the East of false and absurd impressions have Indies squadrons, the last mentioned to gained credence among people unfamiliar with the meaning of the science

WILL ANNOUNCE HER DEATH. "Should Mrs. Eddy be taken from life, Lordon, gave a detailed account of the press. The idea that her death would proposed remodelling of the Pacific be unannounced is about on a par with fleet, which both Australia and Canada | the reports that have been circulated in are anxious should be of appreciable the past that she was already dead. If there was any reason for keeping her

"We hope that our beloved leader has day, in her 88th year, she arose at 6 a. have lost its guiding spirit, and the peo- of healing practioners, but he thought inwards carried more than 54 per cent. It has been arranged that New m., as she does daily and on every day ple will have lost their faithful and un- there were several hundred

Broadly regarded the conclusions of

THE HIGH FLIERS.

hap To-day.

DIVER IN DANGER.

Detroit River.

noon John Coffrey, a diver, had prob-

BOSTON ON LEFT, AND NEW YORK CHURCH ON RIGHT. -She is remarkable, however, for her, ers, who serve the truth and revere the Dominion. "Yes, and she has worn them for with the Christian Science. But no one

"Does she still wear glasses?" many years. However, I have seen her person will ever succeed Mrs. Eddy in read fine print without their use. I re- the leadership she holds. circles, has been authoritatively answer- call one time of handing her an article, "Should Mrs. Eddy take leave to-day, printed in nonpareil type, which referred she would have established her work In a special interview with the writer to the fact that she wore glasses. She upon a rock basis. It would always took off her glasses and read the article live.'

"What does Mrs. Eddy read?" "She reads the Bible, 'Science and executives of the church, made the foland a variety of books and papers.

MAY OVERCOME DEATH. can never die, and if she did pass from ter the clerk of the board. "For such reasons Christian Scientists, life it would prove the fallacy of her teachings. This is a great mistake. We do not believe that under proper conditions one might attain a Christian and

> "While Mrs. Eddy's science has preserved her remarkably, it is not to be expected that she will be able to escape

environments still being mortal, accord- than \$1,000,000. ing to Farlow. He assented to this

Science movement?" was asked.

low. "But the church will have lost in the world. its founder, the board of directors will | Farlow said he did not know the num-

discoverer because of what he has given it them and the world. So it will be

TRUSTEES TO CONTROL. Farlow said that Mrs. Eddy's person- the charges made for transport were Health,' the Christian Science Journal, al fortune and the enormous wealth as well as the diversified activities of the church will pass into control of the five trustees. This board is now composed "You have probably heard," continued of the following: Archibald MacLellan, Farlow, "the oft-repeated assertion that Ira O. Knapp, Stephen A. Chase, A according to Mrs. Eddy's teachings she T. Stewart and J. V. Dittemore, the lat-

According to Farlow's estimate (he said that Mrs. Eddy ordered 18 months ago that no more church statistics be compiled) there are now more than mental development by 'which death 2,000,000 people "interested" in Chriswould be overcome. That, however, is tian Science. He did not know, he said, far in the future-it may be centuries the number of members of the Science Church. Many people who are members of other churches are interested in the Science, he declares, and consult Science healers.

According to Farlow, the probable The writer suggested that, according property value of Science Churches is to the faith, Mrs. Eddy's death might \$10,000,000. The new Boston church be influenced or caused by her many cost more than \$1,500,000, and the First years of contact with the world, her | Church Scientist in New York cost more The big church publishing house ad-

idea, but did not amplify the sugges- joining the Boston temple, issues five regular publications, monthly, weekly rine traffic. Taking the combined over-"What effect would Mrs. Eddy's death | and daily. The new Christian Science have upon the church or the Christion | Monitor, a daily newspaper, is already declared to have the largest paid sub-"They will go on the same," said Far- scription list of any daily newspaper | dead weight and 3,284,000 measurement

Mrs. Eddy is a delicate woman, and world's great movements and sciences statistics of that sort. He thought the Subject to the approval of the Can- quite naturally, and so long as I have have passed from life, but movements sale may have been more than 250,000

SHOT.

Death of Man Who Figured in the Civil War. Rewarded For Gallant Fight He

Made at Fort Pickens. New York despatch: Gen. Jeremiale M. Gilman, U. S. A., retired, who is said to have ordered the first rifle shot to

Paulham's Machine Met With Mis-Betheny, Aug. 30 .- While making his be fired in the civil war, died last night second start, Paulhan met with an accidat the Oriental Hotel, Manhattan Beach, ever, the policy of the Government is to dent, which apparently was due to his in his seventy-ninth year. He had been attempt to launch his machine into the in ill health fo rtwo months, but his

encountered a strong puff of wind on the the First United States Artillery, held

New York. Shortly after the mishap Bleriot, in | For the gallant fight he made against his "No. 23," went up, and rounded the superior numbers the New York Chamcourse four times. His time, however, ber of Commerce presented Capt. Gilwas much slower than that made in his man with a big bronze medal, which was inscribed with the words "For bravery, fidelity and patriotism. President Lincoln specially commend-

ed the young officer and appointed him chief of the United States artillery of the army of the Cumberland, with which Narrow Escape From Death in the he took part in most of the leading battles of the war. When the war was over Gilman was

apointed assistant commissary general Detroit, Mich., Aug. 30.-While work- at Washington, and served for many limit in 1895.

STEALING FROM MAILS. Charge Against a Postoffice Clerk at

Lindsay.

eral of the missing articles were found at Henderson's residence.

spected citizens of the town. Henley will have a hearing before Police Magistrate Jackson on Wednesday next.

U. S. Authorities Want te Deepen perial navy. "The maintenance of the Channel.

British authorities and approved by the civil war, States have applied for permission to to take a share in the heavy burden dustries, transport harbors and similar light Canada. Orders in the first place will speed. The bi-plane left the ground in Light Cilman with Light Sumter and Lieut. Gilman, with Lieut. Sumter and carry on extensive works on the Can- of empire. In what way effect be given to British builders for the response to the horizontal rudder, but it 70 soldiers belonging to Company G, of adian side of the Detroit River for can best be given to this fundamental the ordinary fabrication and protecting he expected to be able to make another forcements arrived by the fleet from the Canadian side. The application certain that it will be granted,

Will Next Meet in Peterboro.

ed at the High Court meeting of th ing on the sunken steamer Collingwood, years until he was retired under the age A. O. F. held at Sarnia, as follows: H. C. R., John Young, Hamilton; H. S. C. R., E. Ramsay, Montreal; H. C. Treas urer, H. C. Wilson, Toronto; H. C. M. E. L. Secord, Brantford; Permanent Sec retary, W. Williams, Toronto; H. C. S. W., W. R. Woodstock, Toronto; H. C Lindsay, despatch: Chief Vincent ar- J. W. A. Webber, Winnipeg, Man.; H. ships of that sort count for practically ships of that sort count for practically nothing. The important point, however, as his "tender," detected something rested C. G. Henley, a clerk in the Lindships of the Minister the award of the same ships of that sort count for practically should they desire to do so. On the Conciliation Board appointed under the plane, The long skiff-like body with should they desire to do so. On the Conciliation Board appointed under the plane, The long skiff-like body with should they desire to do so. On the Conciliation Board appointed under the plane, The long skiff-like body with should they desire to do so. On the Conciliation Board appointed under the plane, The long skiff-like body with should they desire to do so. is that a start is to be made. The end no wrong, and without stopping to call for say post office last night, on a charge H. C. J. B., M. A. Saunders, Sarnia, assistance, exerted all his great strength of tampering with mail matter and ab- Ont.; H. C. Auditor, F. Abbot, Meaand succeeded in pulling the diver to the stracting the contents of packages pass- ford. Laws and Relief Committee, W. school for all parts of the empire. has not been made public, it is under- moth dragon fly. For an hour with ing through the Lindsay post office. The J. Vale, Toronto; H. S. Chiek, Toronto; I warrent was sworn out by Leavest Hereiten, W. Mills In When the copper helmet was removed, warrant was sworn out by Inspector J. J. Haygarth, Hamilton; W. Mills, In- defensive forces demands the existence favor of the men. It is understood that against a storm of wind and rain at an The Leader remarks that the new Coffrey had lost consciousness, and the Post Office Depart- gersoll; W. Richards, London. The of a complete understanding and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness, and the leader remarks that the new Coffrey had lost consciousness. have been going on for some time. Sev- place of meeting will be Peterboro.

The young man is about 22 years of Empire can claim possession of 67 1-2 per brother when he died. Their screams squall of wind and rain broke over the age, a bright, active lad, of quiet dis- cent, of the total dead weight trade and as they watched the death agony at- aerodrome. The spectators did not beposition, and has been in the employ of | 82 1-2 per cent. of the measurement | tracted neighbors who came and call- | lieve it possible for Latham to ride out the department here for about five years goods. The average tonnage per ship ed Dr. Danser. The parents had treat- the storm, but to their delight he mountand was close to a period of promotion. for the British was about 1,700 tons, ed the child with remedies of their ed high and took his machine over the Henley feels his position keenly, and for the Canadian vessels less than 300 own. much sympathy is felt for his parents, tons, and for the foreign ships a little who are among the oldest and most re- | more than 900 tons.

DETROIT RIVER.

ening the channel in the vicinity of necessarily a matter in which the views would require an expenditure of about of all concerned must be considered, and a policy determined on which shall comtwo million dollars. The traffic of mand hearty support from all portions traffic on these roads will have to pay United vessels is particularly heavy at this point which is near the Lime Kiln crossing, where the United States has already spent a couple of million dollars in works on the channel on has been referred to the Waterways Commissioners, but it is practically

FORESTERS' OFFICER

AMONG THE MEN OF SCIENCE

Sir W. White's Address Before Bri- well-being of the empire, and it must tish Association at Winnipeg.

ing the Trade Routes. Major Craigie's Warning to Agri-

cultural Section. Association for the Advancement Science held its first sectional meet ings to-day, and nearly all the Presiaddresses. The various gatherings were well attended, and members showed the keenest interest in the papers submitted for their consideration. From the stand point of public interest, probably the out regard to its permanency and its fu- race between dirgible balloons, and a most important addresses were those of Sir William White, formerly Director of Naval Construction for the British Admiralty, in the engineering section, and

Major Craigie, in the agricultural see The close connection which exists between the work of civil engineers and the foundation and development of British colonies and oversea dominions was the subject of Sir William's ad dress. "One of the chief fields of engineering operations at the present time,' he said, "is to be found in the Dominion of Canada, whose governing authorities have appreciated the fact that bold enerprise and generous financial provision rosperity of the country." After giving statistics showing the remarkable progress in railway development since Confederation, Sir William spoke of thes mmense capital and traffic of Canadian railways and the influence they had had

upon the progress and population of the electric power plant at Point Dubois.

GEORGIAN BAY CANAL. He then deart with the question of land navigation, and referred to the deorgian Bay Canal project, "On the as been estimated that a canal having wenty feet depth of water could by onstructed at a cost of twelve millions sterling, upon which capital a reasonable dividend could be paid, even if ne-third less than the lowest rates of reight possible on United States routes

The progress of shipping on the creat lakes was next reviewed, and rerence made to the improvement of he St. Lawrence ship channel. Speakag of the intention to increase the depth of the channel to a minimum of thirty ive feet from the sea to Montreal, Si Villiam said: "When this increased epth has been obtained Montreal as a ort will have an approaching channel omparing favorably with that of ther ports available for transatlantic raffic. Ample depth of water is of the first importance in the economical working of the largest and swiftest ships, and den movement to regain his balance, the whirling propeller blades. the Canadian Government has been well-advised in deciding to carry on the great scheme above described.'

CANADA'S MARINE TRADE.

After discussing briefly Canada's unrivalled resources in water power, Sir William devoted some attention to over-- sea transport, and gave some striking figures illustrating the Dominion's masea traffic inwards and outwards, it employed 18,506 ships of 14,528,000 tons. whose cargoes aggregated 7.174,000 tons tons, the crews exceeding 576,000 offieers and men. The British ships entered of the total dead weight cargoes and 14 1-2 per cent, of the measurement goods, while foreign ships carried about per cent, of the dead weight and rather more than 2 per cent, of the measurement goods. British ships entered outwards carried more than 56 per cent. of the total dead weight, and more than

AN IMPERIAL NAVY.

Facts were then cited showing the wenderful progress during the last Other Traffic Will Have to Pay 50 4-5 seconds seventy years in shipping trading between Canada and Great Britain, and the concluding part of the address dealt with the question of an Iman undoubted superiority at sea" in existing circumstances and in face minions beyond the seas are ready idea it is not easy to decide. It is of the empire.

"It may be permitted, however, as

a sequence to the preceding remarks

an oversea transport, to remark that the protection of trade routes between the mother country and the dominions beyond the seas constitutes an essential duty, in the performance of which duty, especially in portions of trade routes adjacent to the colonies may render valuable service. Such a making arrangements for the execution | Jamestown exhibition. of that portion of the general scheme of

defence which they may undertake. "At present the mother country alone possesses experience and means Conciliation Board's Report on Fort of manufacturing warships and armaments, so that gradual developments, requiring time and experience, will be necessary before the colonies can be. Deputy Minister of Labor, has submitcome self-supporting in these respects ted to the Minister the award of the here compares with Latham's monoside of personnel and its training also Lemieux act to deal with the strike at its slightly tilted planes when sailing the Royal Navy must be the great Fort William. While the report itself high up in the air looks like a mam-The Leader remarks that the leader remarks that the blood was gushing from his mouth and ment, as a result of investigations which meeting closes this afternoon. The next pre-arrangement of a common plan of rate of wages in accordance with the blood was gushing from his mouth and ment, as a result of investigations which meeting closes this afternoon. The next pre-arrangement of a common plan of rate of wages in accordance with the blood was gushing from his mouth and ment, as a result of investigations which meeting closes this afternoon. The next pre-arrangement of a common plan of rate of wages in accordance with the late of wage campaign. In order to meet this essen- award.

tial condition there must be an Imperial staff.

THE RACES

covery is increasing, rapid changes of cur unceasingly, the outlay is enor-mous, the task is never ending, but its performance is esential to the continued

THE WORLD'S WHEAT AREA. The programme in the agricultural section included addresses by a num-He Dwells on Necessity of Protect- ber of Canadians, and the proceed. Latham First Soarer—He Reached ings had an intimate conection with P. G. Craigie, C. B., F. S. S., Chairman of the section, spoke on some of the leading factors that govern the fluctuations of the agricultural industry throughout the world. The growth is population was the first and greatest, Winnipeg, despatch: The British and the question as to whether the surface still available for wheat-growing is becoming dangerously restricted by the ushered in with ideal weather conditions. increase in population was discussed at The light airs and over-cast sky brought some length. Major Craigie then turn. the flyers out early, and before noon no dents of the sections delivered their ed from the realm of speculation to an less than a dozen machines, like huge examination of Canada's wheat-growing gulls, were circling above the plains possibilities. In concluding he uttered The programme to-day includes the cona warning against the treatment of the tinuation of the trials for the Grand western expanses as a mere wheat mine, Prix de Lachampague, the endurance

ture profitable development.

IN THE VARIOUS SECTIONS. Mr. J. B. Tyrrell gave an address on the "Geology of Western Canada." He has spent sixteen years in the study

of this subject, and his remarks proved very interesting. Sir Duncan Johnston delivered the Presidential address to the Geographical section, and Miss L. A. Owen spoke on floods in the great interior valley of America. Dr. Robert Bell read paper on the Hudson's Bay route. His several visits to Hudson's Bay have given him opportunities for scientific observation which invested his words with authority. He declared his abfor the execution of great engineering solute faith in the feasibility of the works are essential to the progress and route. A paper on "The Nomencla- he was compelled to descend. ture of Islands and Lands in the Cana-

dian Arctics" was given by James White, the Dominion Geographer. Mr. Cecil B. Smith contributed paper on what the city of Winnipeg doing in the construction of a hydro

LEGS BROKEN. asis of careful surveys," he said, "it Man Trying to Recover Balance

Victim of Accident.

New York, Aug. 30.-When Frederick Stockholm, an engineer in the employ of the Otis Elevator Co., of Yonkers, suddenly fell beneath a desk at which a passenger. He negotiated a trial he had been standing yesterday, those who had thought he had fainted and had run to aid him, found, to their Italy, arrived here to-day and is makamazement, that both his legs were ing arrangements to take the aviators

his was said to be one of those rare larly anxious that Curtiss go to Italy cases in which a person's limbs are and probably will offer special condisnapped like toothpicks by the mere tions to secure the American. contraction of the muscles.

man came down heavily on his feet, the left femurs-the former a few inches his distance at 133,678 metres (63.07 above the knee, and the latter close to miles). In the contest for the interna-

the hip. Stockholm is 65 years old, but was day, Cockburn, the English flyer, and reported to be doing fairly well last Curtiss will compete against three night. The attending physician said it Frenchmen, Lefebvre, Bleriot and Lathwas one of the most unusual and interesting cases he had ever observed.

PARENTS AT WORK.

Infants Alene Saw Little Brother in Death Agony.

Buffalo despatch: Louis Musinski, 5 years old, of No. 67 Krupp street, died yesterday afternoon of pneumonia and as no physician had attended the child Medical Examiner 46 per cent. of the measurement, whereas Danser was called to investigate. The to-day shortly after two o'clock. The foreign ships carried only about 30 per father and mother were at work at | breeze, when he got away, was less than cent. of the dead weight, and not quite | the time, Dr. Danser learned, and | three metres a second, but were omin-35 per cent. of the measurement. In three babies, younger than the dead ous black clouds on the horizon, and cluding Canadian vessels, the British child, were in the house with their during the aviator's fourth lap, a sharp

ROADS FOR AUTOS.

For Use Thereof.

London, Aug. 30.-In the House of Commons to-night David Lloyd-George, ed to-day to permit Bleriot to use either Chancellor of the Exchequer, introduced of his two machines in the contests Satforeign competition is no easy task, what he briefly called the "development Ottawa, Ont., Aug. 30.-The United and it is good to know that the do- bill." It empowers the Government to make grants for agriculture, rural inenterprises. Among the most striking features of the bill is one which bestows authority on the Government to acquire land compulsorily and make roads, on which there will be no speed limit, especially for automobile traffic. Other a charge for the use thereof.

> BRITISH CRUISER SQUADRON Will Probably Visit Halifax in Near

Future. Halifax, Aug. 30,-Within a few months a British fleet will be seen in Halifax. An armored cruiser squadron policy in no way infringes the funda- of four ships is going to New York, for aviator, to-day took glorious revenge mental condition that supremacy at the Hudson-Fulton celebration there, for the hard luck which he experienced sea ultimately depends upon battle and while nothing official has been re- in his recent attempts to cross the Ancient Order Elects Them and fleets, while it recognizes the fact ceived in Halifax, it is expected that English Channel, by establishing a new which past struggles have demon- these ships will call at this port before world's record for distance-95.88 miles. strated, that behind and beyond the returning. It is now two years since Latham covered the distance in 2 work of battle fleets lies the need for there was a fleet here, the last occasion hours, 18 minutes, 9 3-5 seconds, which adequate protection of commerce and being when Rear-Admiral Neville and is also a world's record, the flight being Sarnia despatch: Officers were elect- communications. Moreover, it leaves the second cruiser squadron spent ten at the rate of about 68 1-2 kilometres colonial Governments unfettered in days in the harbor, returning from the an hour, as compared with 53 1-2 made

IN FAVOR OF MEN.

William Strike Presented. Ottawa despatch: Mr. F. A. Acland,

IN THE AIR.

Fine Weather at Rheims For Fifth Day of Contests.

a Great Height.

Saturday's Flight For the International Cup Will be Interesting.

Betheny Aviation Field, Rheims, Aug 30.-The fifth day of aviation week was to be exploited in all haste and with- test, the lap event, the speed event, a landing competition for spherical bal-

Latham, in a beautiful monoplane, was the first aviator to get away. He announced his intention to make a genunine effort to beat Paulham's great record for the endurance prize, made yesterday, 2 hours 53 minutes and 24 seconds. Latham started flying at a great height Sommer, Cockburn, Buncau-Varilla, Delagrange and Glenn H. Curtiss followed Latham into the air.

A noteworthy feature of the flights was witnessed when Delagrange, flying low, started to overtake Latham, who was still high in the air. There was a pretty race for four miles and Delagrange was overhauling Latham when

Latham, after covering 70 kilometres (43.47 miles), was obliged to descend on account of trouble with his igniting engine, but ten minutes later he was in the air again with another machine. Curtiss declared that he did not push his machine this morning in the continuation of the speed lap trials, but he doubts whether he can beat his time

of yesterday. Bleriot, therefore, will be the winner on form if he can go the dis-The Wright managers intend to make an effort to wrest the endurance prize from Paulham and capture the height and weight-carrying events. Lefebvre, in a Wright machine, with a tank holding 90 litres of fuel, will make a try this afterneon. Bleriot made his first appearance in the field to-day, carrying

A representative of the Aero Club, of and their machines on special trains to At St. John's Hospital, in Yonkers, Brescia next Tuesday. He is particu-

round in 8 minutes 38 seconds.

Fournier was about with a broken nose Stockholm, who is a giant in statue, this morning. He received many conwas looking over some plans on the high gratulations on his narrow escape of desk and was leaning heavily on his vesterday, when a fortunate jump from right hand. The hand slipped off the his machine, that had turned turtle, edge of the desk, and, in making a sud- save him from being mangled by the The official measurement of Paulham's muscular strain breaking both right and record-breaking flight of yesterday gives

tional cup, which takes place or Satur-

am. The regulations provide that the racers must start between 10 a.m. and p.m., and finish not later thas 5.30. Latham's fast time of this morning gives him a splendid chance in both the international cup and the speed contests. His time for the first three rounds was 25 minutes 50 2-5 seconds.

the French aviator, broke the world's record for time and distance. He came down after he had covered about 153 kilometres. The record for the distance is 83.07 miles, made by

Betheney, Aug. 26 .- In his second at-

tempt this afternoon Hubert Latham,

Paulham yesterday. Latham started on his second effort tribunes at a hight of 300 feet. His time for the first round was 9 minutes 22 4-5 seconds; the second round, 18 minutes 51 1-5 secons; the third, 27 minutes 41 seconds; the fourth, 36 minutes 15 3-5 seconds, and the sixth 53 minutes

The flight made by Curtiss this morning placed him third in the Prix de Lachampagne. The decision of the committee announc-

urday for the international cup, has created considerable adverse criticism, as the other competitors are limited to the use of the machine with which they This ruling allows Bleriot to fly with the eighty horse power machine with

which he made his speed lap record,

while the machine with which he quali-

fied for the international cup is of 35

horse power. Curtiss is inclined to re-

gard this unfair, but he is not dis-

posed to protest, unless he is joined by

Cockburn.

LATHAM'S GREAT TRIUMPH. French Aviator Creates World's Rec-

ords for Distance and Speed. Betheny, Aviation Field, Rheims, Aug. 30.-Hubert Latham, the French

by Wright, at Lemans, and a fraction under 50 made by Paulhan yesterday. Except for one lap speed records in the air, Latham now holds every record for distance and speed. He de-

scended only when the gasoline tank was empty. In grace of lines no other aeroplane