

Amsterdam Is All Agog at Olympic Opening

Newly Built Stadium Has Room for 40,000 Spectators—Crowded Hotels in Three Cities

With the opening of the main program of the 1928 Olympic Games, the centre of the sporting world shifts to the end of the Amstelveen Road in the extreme southwest of Amsterdam. There, in a new stadium, the pick of the world's amateur athletes marched past with a dipping of flags and a sharp eyes-right as they passed the Dutch Prince Consort in the royal box. The day's ceremonies included the release of the pigeons, the reading of the Olympic oath, the lighting of the smoke-column on the 150-foot-marathon tower and the breaking out of the flags of the forty-four competing nations on the red walls of the stadium. Then the Prince Consort declared the ninth Olympic Games well and truly opened.

Weight lifting, one of the least exciting events in the entire program, began at once in the wrestling hall outside the stadium. While it was still in progress, the fencing events began in the fencing hall; the high jump and shot-putting in the stadium, and at the same time the crack of a pistol started the first heat of the 400-meter hurdles. After that, with full daily programs in the stadium and in the wrestling and fencing halls, the events will spread to the new swimming stadium across the canal, to the Sloters Canal on the north side of the Haarlem Lake polder for the rowing events and to the Zuyder Zee, where the yachting events will be sailed over a new course a little to the southeast of the musical comedy island of Marken.

PLACES OF COMPETITION

For the equestrian events the crowd will seek Hilversum, where all good Amsterdammers go in Summer; for the road cycling events, the hilly country around Arnhem, sixty miles away; and for the art competitions, the municipal museum in Paul Potter Street, close to O'ndel Park, in Amsterdam. In the stadium the program will rise in interest through the decathlon, the ten-event combination for all-round athletes, to the marathon race. Outside the stadium, the games and their varied incidents will envelop most of North Holland before they reach the closing ceremony in the stadium.

THE STADIUM

For the last two years the 128 acres of the Olympic grounds at the end of the Amstelveen Road have been slowly rising out of the wamp, which used to occupy that angle of the Amstel Canal. Today the new stadium alone occupies an area of 9.7 acres, more than Vespa's Colosseum in Rome occupies, although the greater size of the stadium's arena reduces its capacity in spectators to 40,000, less than half the number the Colosseum once accommodated. The green of the football field, now to be used for field athletics and gymnastics, is circled by a quarter-mile cinder track, with a cycling track of concrete outside it, so steeply banked at the ends of the arena as to rise to the lowest of the series of tiers for spectators, which slope away to the top of the outer wall, where the flags of the competing nations add a touch of color and carnival to the scene.

For two weeks this spacious arena will focus the attention of the world which has spent the last year in training its finest athletes. On the eve of the 1928 games the United States holds nineteen of the thirty-five Olympic records, Finland holds eight, England four, Canada two, Italy one and Australia one. The Finns were the sensation of the Antwerp games in 1920, and the Paris games in 1924, and they will undoubtedly put up a strong bid to retain second place at Amsterdam this year. Whether they succeed is likely to depend on the big German team.

This year the Germans come back to the games for the first time since the Stockholm series of 1912, and there is every indication that it is going to be a comeback with a vengeance. Four thousand German athletic clubs, with a total membership of more than 300,000, have worked together in an Olympic effort, which is typical of the increasing seriousness with which the games are being taken. Perhaps before the Los Angeles games of 1932 some way will be found to bring the Russians back, and then the last of the post-war gaps will be filled.

The program this year includes contests for the championships of the world in athletics, gymnastics, wrestling, boxing, rowing, swimming, equestrian sports, cycling and yachting, as well as interesting international competitions in architecture, literature, music, sculpture and painting. A new cricket field and more than a dozen new tennis courts have been provided in the Olympic grounds, but the Davis Cup matches monopolize the tennis field this year and there will be no tennis events in the Olympic program.

THE MARATHON EVENT

In every program since 1896 the star event has undoubtedly been the marathon. Between seventy and eighty starters will be sent away from the stadium over a course that extends almost to the village of Uithoorn, twelve miles south of Amsterdam. The correct distance is 26 miles 385 yards, presumably because that is supposed to have been the length of

the run to Athens from the Marathon battlefield. The race has been over a different course each year and in 1928 is being run over the dikes of Holland, but the correct distance has generally been adhered to, except at Stockholm in 1912, when it was 26 miles 1,000 yards. This year's course measures 26 miles 394 yards. The race begins at 3 o'clock in the afternoon and the first man home is expected to totter through the marathon gate at 5.35. Stenroos, the Finn who won the 1924 marathon, is to run again this year. The best marathoners in the world will be in the race.

For the promotion of the Olympic Games the Prince Consort has done what he could both privately and in such public functions as the laying of the cornerstone of the stadium and the unveiling of the Van Tuyl monument which opened the hockey and soccer preliminaries last May. The Queen, as the mouthpiece of her Government, has so far withheld her benediction, but private support has been abundant. With the co-operation of Dr. de Visser, former Minister of Education and Arts, Baron Schimmelpenninck and his associates of the Dutch Olympic Committee have been able to embark on a building program which has sought not only to provide adequate accommodation for the games but also to reveal to their visitors how well Dutch architecture and Dutch decorative art can collaborate.

A fund of 2,000,000 guilders about \$800,000 was raised from private sources, including steamship lines, railways, hotels and restaurants. In addition there was a guarantee of 1,000,000 guilders, the municipality having taken responsibility for half of it. With these sums available, the committee was ready to begin building operations. The level of the spongy site given by the municipality was raised six feet by dumping on it barge-loads of sand brought from the new lock excavations at Ymuiden, the North Sea entrance to the Amsterdam ship canal. In accordance with the general practice in any large building operations in the northern provinces of Holland, piles were sunk to the underlying clay to form a foundation, 4,500 piles going in to the foundation of the new stadium alone.

The Amstelveen Road will now be found to end in Van Tuyl Square, named after the first President of the Dutch committee. The square forms an outer court to that neat pair of pavilions, the wrestling and fencing halls, which flank a brick-paned forecourt marked off with entrance turnstiles. Beyond the turnstiles the slender brick shaft of the marathon tower soars skyward and the broad, low marathon gate pierces the brick wall of the great stadium. Set apart in a square as large as the Place de la Concorde in Paris, its open spaces formally gardenized with tulips and geraniums, the moated stadium has an imperial dignity.

It is not one of the largest stadiums in Europe. It seats only 20,000, half of them under cover, and has standing room for another 20,000. There may in fact be some question as to whether it is going to be large enough for the Olympic crowds. But the spacious beauty in the surfaces of its walls and in the bright colors of its garden setting, makes it undoubtedly one of the most impressive structures of its kind in Europe.

Amsterdam.—The Canadians acquitted themselves well in the first day's competition of the 1928 Olympic track and field events. The 100 metres and 800 metres runners Munro of Toronto, the high jumper, and Montabone of Montreal, the lone hurdler, were in action against the cream of the athletic world.

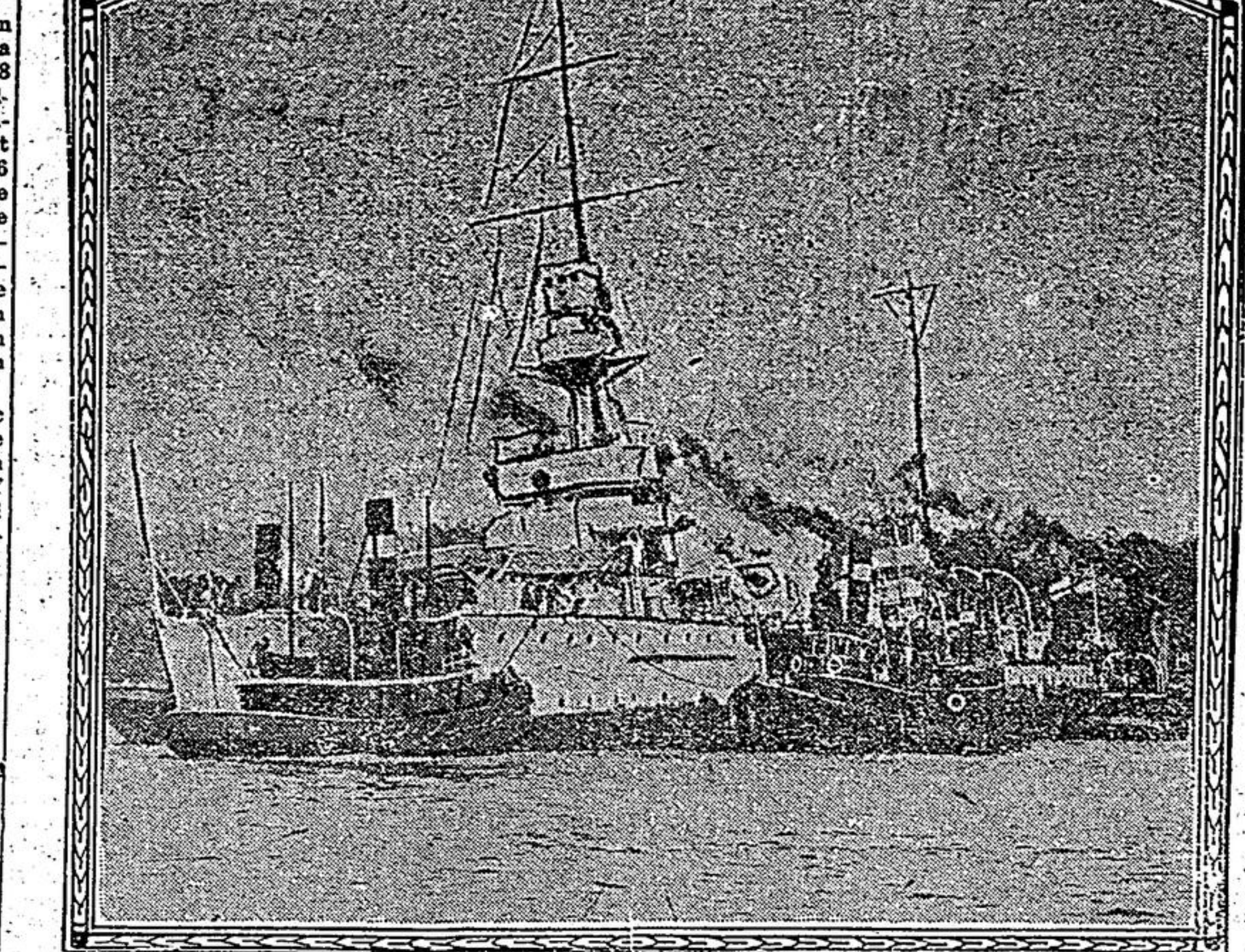
The most outstanding performance of the day was the equalling of the world's record for 100 metres, 10.3 seconds, by Percy Williams of Vancouver. Phil Edwards, dusky 800-metre runner from British Guiana, representing the Hamilton Olympic Club, was impressive in his victory in one of the heats at 800 metres.

Williams and John Fitzpatrick, of Hamilton, qualified for the finals of the 100 metres flat, while B. Little of Winnipeg, Edwards and A. W. Wilson of Montreal, qualified for the 800 metres semi-finals, so that five out of eight Canadian runners progress onward. The three eliminated were: George Hester, Hamilton; Ralph Adams, Hamilton, and Pete Walters, Toronto, the first two being 100-metre men and Walters an 800-metre runner.

Dairy Delegates Are King's Guests at Windsor Farms

Members of World Congress in London Invited to Inspect Royal Stock

London.—Five hundred of the delegates to the World's Dairy Congress were the King's guests at Windsor, where they visited the royal farms. The congress meanwhile discussed the clean milk question, including its distribution in the cities. In this connection Gordon Evans,



A VIVID PORTRAYAL OF THE WORK ENTAILED IN REFLOATING THE UNLUCKY CRUISER
British seamen, in command of vessels pride themselves on being able to enter any port without pilots. It will be interesting to hear how that Austen body the Admiralty Court of Enquiry treats the commander of the Dauntless. No alibi will excuse the mistaking of navigating aids and the losing of his ship.

Saving the "Dauntless" in Halifax Harbor

representing the United Dairies, said, only in recent years had the control of milk supplies and the technical development of the milk distributing trade been considered seriously. The credit for initiating the movement belonged to New York. "To America also," Mr. Evans said, "we must acknowledge our indebtedness for the graded milk movement, which has done so much to improve the supplies generally. Britain was slow to adopt the grading of milk. Its importance, however, was recognized as stimulus to clean milk production, and in 1922 the Milk Special Designations Order" was placed on the statute book.

"There is, however," he said, "still a good deal of hesitation in adopting these designations, which are purely voluntary, and not until it is made compulsory to sell as 'pasteurized' any milk subjected to heat before sale, shall we make much progress."

Prof. E. V. McCollum of Baltimore, in an address on the nutritive value of milk, said Americans are not now taking enough of such protective foods as milk and leafy vegetables.

Attempted Flight to Greenland Off

U.S. Aviators Unhurt in Crash Shortly After Start

Rockford, Ill.—The attempted flight of Bert R. J. Hassell and Parker D. Cramer to Greenland ended in disaster five miles north of here when the Stinson-Detroit monoplane crashed and was wrecked. Neither flyer was injured.

The plane Greater Rockford was unable to gain altitude after leaving the flying field here and crashed in a cornfield. The fliers escaped injury only by a miracle.

As soon as word of the disaster reached Rockford another plane was dispatched from here and brought the two fliers back.

Willington Mountain

Willington mountain with a height of 11,044 feet and situated in latitude 51 degrees, 45 minutes and longitude 116 degrees, 15 minutes on the Clearwater River, Alberta, is named after Viscount Willington, the present Governor General of Canada.

Windstorm Visits Eastern Ontario

Eighty Square Miles Devastated by Terrific Storm With Hail Size of Hen Eggs

SILOS AND BARN GO

Ottawa, July 29.—A hail and windstorm which cut a swath two miles wide and about 40 miles long through farming country south of the Capital, Saturday, did damage which it is estimated will run into hundreds of thousands of dollars. More than 100 fender silos were flattened by the blast, and the force with which the hail was driven wrought great destruction to root and field crops. The towns of North Gower, Mars, Osgoode Station, Dalemeary, Varnon, Winchester, Chesterville, Finch, Morewood and Cryslar—all agricultural centres—felt the fury of the gale.

Some of the hail stones which fell were the size of hen-eggs, residents of the stricken district assert.

Lasts Only Half an Hour

The blow, accompanied by electrical disturbances, spent its main strength within half an hour, but in that period many acres of ripening farm crops lay beaten into the earth, houses were unroofed and barns and outbuildings a mass of kindling wood. The season's work of hundreds of farmers was almost completely lost in many cases. As far as is known little if any of this loss is covered by insurance.

As the wind died down slightly, a heavy rain set in and what had been miles of ditches of dry and hardened earth were turned into rushing torrents.

Goes North for Museum

Dr. R. M. Anderson, of the National Museum, Ottawa, will accompany the 1928 Canadian Arctic expedition on its annual patrol to the posts in the far northern islands. At points of call he will collect zoological material for the Museum and obtain information on points of interest in these regions.

"A child can never grow exactly like its father," says an article in a national weekly. Nevertheless, being a child has its drawbacks.

Train Hits Bus

Week-end Accidents Number Three Killed and 12 Injured

PROVINCE WIDE

Niagara Falls, Ont.—When a Mount Hamilton bus was struck by a C.N.R. engine late Saturday night twelve persons were injured, three of them seriously. The collision occurred at the Wabash crossing over the Provincial Highway in Stamford Township. The bus was struck exactly in the centre.

All the injured are from Hamilton and were members of a picnic party from the Wagstaff Preserve Works, Hamilton, to Queen Victoria Park.

London, Ont., July 29.—Mr. and Mrs. Ed. C. Hertsch, elderly people from Jackson, a town in southwestern Ohio, in the coal mining country near the Kentucky border, were instantly killed early this evening on Provincial Highway No. 2, between Strathburn and Wardsville, when their auto swerved into a ditch and was reduced to wreckage by a traffic-imposed troyaw.han age by a terrific impact with a telegraph pole.

In the east Mrs. Brodin, widow of Colonel J. H. Brodin, formerly officer commanding the 59th Regiment of Stormont, Dundas and Glengarry, was almost instantly killed opposite her home at Woodlands, 12 miles west of Cornwall, at 10.30 o'clock Sunday morning while on her way to attend service in the Woodlands Presbyterian Church.

A car driven by John Davidson of Smith's Falls, was coming down the provincial highway on the way east. Mr. Davidson saw the women on the north side of the road, turned to his left to give them room. As he did so, Mrs. Brodin stepped back in front of the car and was knocked down. She died about ten minutes later.

Constant, if Not a Nymph

London.—A woman who sought a separation from her husband at North London Police Court alleged that he was an habitual drunkard; he came home drunk every night and twice on Sundays.

Mr. Pope (the magistrate): That does not make him an habitual drunkard. That makes him a constant drunkard.

Market Reports

GRAIN QUOTATIONS.

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

Man. wheat—No. 2 North, \$1.29½; No. 3 North, \$1.22½; No. 4 wheat, \$1.15½; No. 2 tough, \$1.23½; No. 3 tough, \$1.15½; No. 4 tough, \$1.08½. (c.i.f. Goderich and bay ports.)

Man. oats—No. 1 feed, 54½c; tough No. 1 feed, 54½c. (c.i.f. Goderich and bay ports.)

Am. Corn—No. 2 yellow, \$1.17½; No. 3 yellow, \$1.15½. (c.i.f. Goderich and bay ports.)

Millfeed, del. Montreal freights, bags included—Bran, per ton, \$32.25; shorts, per ton, \$36.25; middlings, \$43.25.

Ont. oats—Good, sound, heavy oats, in car lots, 45c, f.o.b. shipping new crop, \$1.15.

Ont. good milling wheat, f.o.b. shipping points, according to freights, not quoted.

Barley—Malting, 70c.
Buckwheat—Not quoted.
Rye—No. 2, not quoted.

Man. flour—First pat's, in jute, \$7.60; Toronto second pat's, in jute, \$7.00. Ont. flour—Toronto, 90 per cent, pat's, per barrel, in car lots, nominal; seaboard, not quoted.

PRODUCE QUOTATIONS.

Toronto wholesale dealers are paying the following prices, delivered:

Eggs, ungraded, cases returned—Fresh extras, 34 to 35c; fresh firsts, 31 to 32c; seconds, 25 to 26c.

Butter—Creamery, solids, pasteurized, No. 1, 37½ to 38c; No. 2, 36½ to 37c.

Churning cream—"Special," 36c; first, 35c; second, 32c.

Cheese—No. 1 large, colored, paraffined and Government graded, 22½ to 22c.

PROVISION PRICES.

Toronto wholesale dealers are quoting the following prices to the trade: Smoked meats—Hams, med., 29 to 32c; cooked hams, 46c; smoked rolls, 24c; breakfast bacon, 27 to 32c; do, fancy, 36c; backs, peamealed, 34 to 36c; do, smoked, 38 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, \$38.60 per bbl.

Lard—Pure, tierces, 15½c; tubs, 16½c; pails, 16½c; prints, 18c. Shortening, tierces, 14½c; tubs, 15½c; pails, 15½c; tins, 16½c; prints, 17½c.

Congo Progress

King and Queen of Belgium Arrive in Congo to Open Katanga Railway

Brussels.—The King and Queen of Belgium left Antwerp recently on board the steamship Thysville for the Belgian Congo, where they are to take part in the inauguration of the Lower Congo-Katanga Railway. Numerous members of the Government accompanied the Belgian sovereigns to Antwerp.

Their Majesties stayed at Boma (Congo) for three days, and went thence by boat to Matadi. From that point they go by rail to Thysville and the next day to Leopoldville, leaving by air for Tchikapa and thence to Port Franqui on the River Kasai, some 600 miles from the sea. They were due at Elisabethville on July 6. Their return journey will be through Bukama, Albertville, and Stanleyville, reaching Antwerp on Aug. 31.

The new railway line has been erected to help the development of the mineral wealth of the Congo: In Katanga there is a copper zone 180 miles long and 30 miles wide, a tin zone of 4,500 square miles and an iron zone between the tributaries of the Congo and the Zambesi. All the minerals have to be transported to the sea; and the nearest port being at a distance of 1,600 miles; it was decided to continue the Sakania-Bukama line as far as Port Franqui.

Steamers ply between Port Franqui and Leopoldville, which is connected with Matadi by a railway. Matadi is the highest point on the Congo reached by ocean steamers.

The new line, which was begun in April, 1923, is, about 660 miles long and has necessitated the building of 31 bridges, of which the Luataba is 280 yards long with four spans of 70 yards each. This bridge took two years to build. The gradients average between 12 and 15 millimeters to the meter. Many difficulties had to be overcome, such as the undergrowth in Katanga and near the Kasai River the virgin forests.

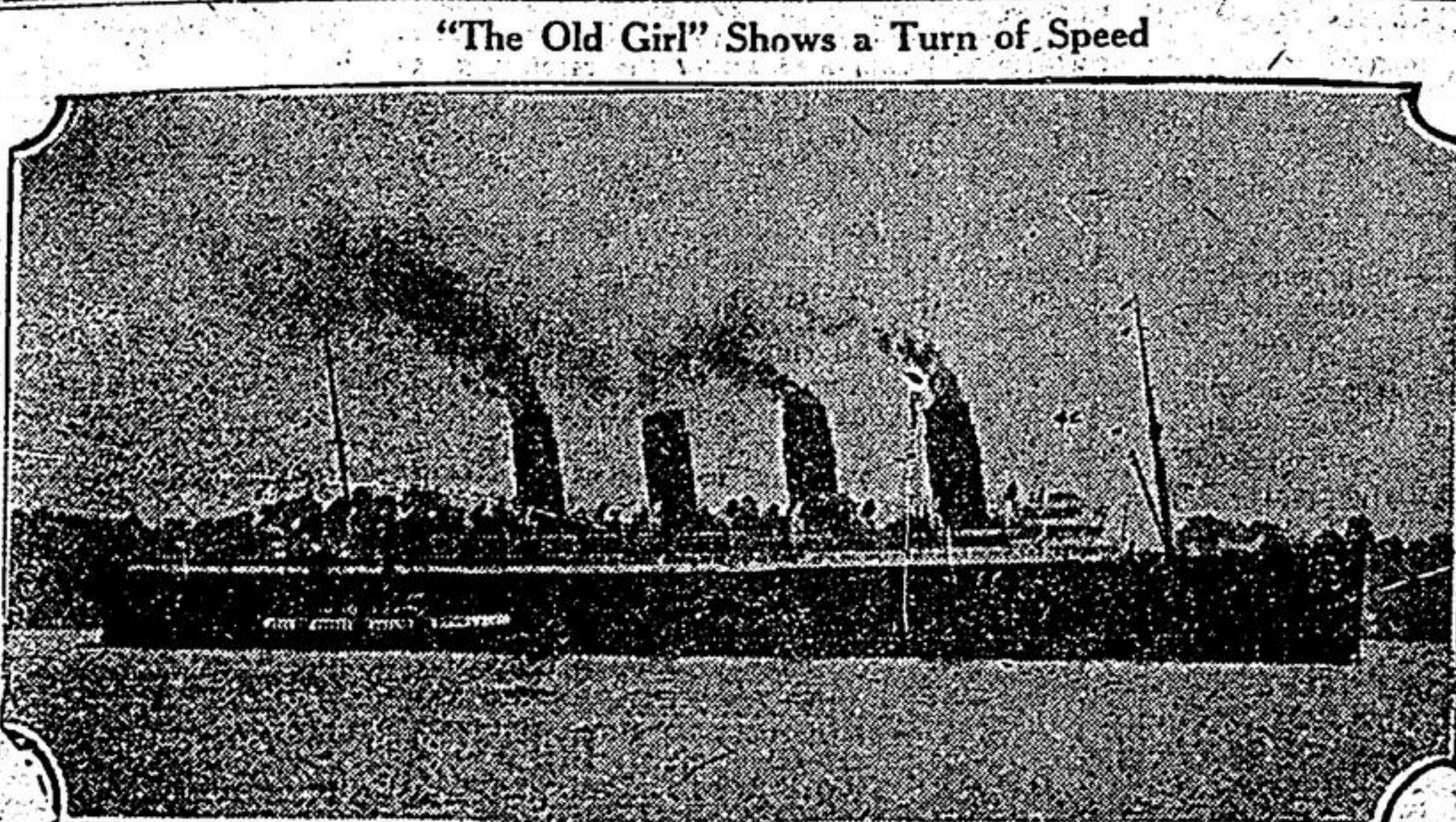
R. MacDonald in Montreal, Aug. 5

Itinerary of British Labor Leader is Announced

The Itinerary of Rt. Hon. Ramsay MacDonald, leader of the British Labor Party, on his visit to Canada, was announced as follows:

Quebec, August 4 and 5; Montreal, 5 and 6; Toronto, 7 to 9; Queenston and Niagara, 9 and 10; Hamilton, 10; Toronto, 10; Fort William, 11 to 13; Kenora, 13 to 15; Winnipeg, 15 to 17; Banff, 19 to 21; Lake Louise, 21 to 23; Field, 23 and 24; Glacier, 24 and 25; Vancouver, 26 and 27; Victoria, 28 and 29; Vancouver, 29; Prince Rupert, 31; Jasper Park, September 1 to 3; Winnipeg, 5 and 6; Ottawa, 8 to 10; Montreal, 10 to 12; Quebec, 12; Southampton, England, September 19.

Disgusted Husband: Clothes! Clothes! All you women think about—talk about—and do everything but wear—is clothes.—London Calling.



THE CUNARD LINER "MAURETANIA"
Recently crossed the Atlantic three minutes faster than its own former record.