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British Speed Queen Attains 70 Miles Per Hour in Test Run

Gravenhurst, Ont.—Miss Mary E. Carstairs, English hope in the Harmsworth trophy races, attained a speed of 70 miles an hour with her "Estate IV" in a test on Lake Muskoka recently. This boat is the slower of her two challengers for the trophy.

The designer and mechanic of Miss Carstairs' boat seemed satisfied with its showing in its first trial after it was practically redesigned last winter.

Miss Carstairs, owner-driver, wore a satisfied smile at the conclusion of the trial run. The big speed boat driven straight and true as a projectile, and raising scarcely any spray for all the terrific speed, passed within 50 feet of the launch used as a tender by Miss Carstairs and her assistants.

Miss Carstairs for some time at least will be Britain's chief hope in the quest for the world's speedboat record now that Sir Henry Segrave, motor speed king, has been removed by the tragic crash of his motorboat on an English lake.

Miss Carstairs expects to drive her other boat at 100 miles an hour, except on turns, when she competes in the Harmsworth trophy races at Detroit, August 23 to September 1.

Television Device Patented by Youth

Washington—A television receiver that can be attached to an ordinary radio set like a loudspeaker, reproducing moving images from electrical impulses transmitted along a wave-length employed for the simultaneous radiocasting of speech and music, has just been patented by Chester Leslie Davis, 27-year-old Washington inventor.

With the issuance of the patent by the United States Patent Office, announcement was made that it has been assigned to Wired Radio, Inc. The youthful inventor's multiplex system of television and radiocasting eliminates the scanning disc and all movable parts at the receiver, thereby simplifying greatly the present methods of reproducing television images. The receiver is a large glass screen which, when not lighted, looks like a framed windowpane into which longitudinally parallel wires have been imposed. The images move along the wires, which are surrounded by a gas that causes them to glow when in operation.

Described by the patent office simply as a "signalink system," this method of television employs the idea of establishing voltage nodes and anti-nodes along conductors encased in gaseous chambers. Extreme economy in the use of wave bands is claimed for this system, for, besides occupying the same frequency employed for the accompanying speech or music, the television signals will not carry more than 500 cycles from that frequency, according to the inventor.

Groom Arrives Late Fierce Fight Follows

Scores Die in Bitter Fighting Between Tribes of Natal Hills

Johannesburg, South Africa—A tribal war, caused by the bridegroom being late for his own wedding, has been stopped temporarily at any rate by a strong force of mounted police which dispersed the combatants in the valley of a thousand hills in Natal.

The marriage had been arranged between a girl from the Maritzburg side of the Umgeni river and a native brave from the Fietown side. An ox was killed for the bridal feast, but the bridegroom failed to appear, having imbibed too freely at a beer party on the other side of the river. When he awoke to the situation, hearing battle calls across the river, he knew that a battle was scheduled instead of a wedding feast.

Each tribe mustered about 500 able-bodied men, many of whom were armed with rifles and assegais. The Amapepetwas, of which the bride was a member, attempted to cross the Umgeni and the Nguswas withheld their fire till they were almost over, when they let go a devastating volley which killed scores.

Hand to hand fighting followed. The Nguswas were gaining supremacy and with 200 reinforcements were routing the Amapepetwas when the police arrived. The war is now suspended while the chiefs and the Indians explain to the authorities. The bodies numbering over 100.

R-100 Is Ready For Trip Here

London—The airship R-100 with her stern rounded off instead of pointed as previously is now ready to emerge from her hangar. The ship will probably proceed to the Cardington mooring mast shortly for trials preparatory to making the voyage to Canada at the end of July. It is possible that during some of these trials members of Parliament may have an opportunity of taking brief flights.

"You corroborate your husband's evidence," "Certainly not! It is all true."

Heavy Casualties Over Week-End

Thirteen persons lost their lives over the week-end through accidents in Ontario. Six died by drownings, five in automobile accidents, and two by trains. It was one of the heaviest death lists of the last few summer seasons. The death list follows:

Doreen King, aged 4, of 471 Kenilworth Avenue, Hamilton, struck by car.

Stanley Jansen, aged 7, of 57 Carlton Street, Toronto, drowned in Highland Creek.

Albert Jansen, aged 9, brother of Stanley, drowned in Highland Creek.

James Allison, aged 19, of Bradford, drowned in Wilcox Lake.

George Peddie, 1016 Davenport Rd., Toronto, killed in motor collision.

Elmore E. Rall, Pittsburg, drowned off Port Rowan.

Herbert Almond, aged 20, of River-side, drowned in Detroit River.

George Wass, Sandwich East, killed by train at Sandwich West.

Miss Hattie Snowden, Port Huron, Mich., killed in accident near Park-hill.

William Crowder, Omamee, killed by train.

William Pearson, drowned in Ottawa River.

Morris Whalen, killed in automobile accident at Kirkland Lake.

James McIntosh, 1537 Gerrard St. East, Toronto, killed in automobile accident near Pickering.

Doctor Gives Advice To Young Lovers

Detroit—Love may laugh at lock-smiths, but if it laughs at the advice of doctors there may be trouble in store for the offspring.

With the usual rush of June weddings in mind, Dr. Leon Unger, Chicago, addressing the American Medical Association Convention, gave some advice on what the young man contemplating matrimony should consider. If he suffers from asthma, he will do well not to marry a girl similarly afflicted. The same goes if he has hives, suffers from hay fever or has hyperesthetic rhinitis. And if he doesn't believe the advice he will later when his children suffer the same diseases, all hereditary, according to Dr. Unger.

However, if two afflicted persons do marry and have children it will be well to deny the boy a dog, and the little girl mustn't be held close to mother's fur coat. Foods will have to be watched closely, too, or the children will suffer as their parents did before them.

Still on the subject of marriage and children, the convention was told by Dr. William D. Reid, Boston, that there was no reason why women with heart disease should not have children. Rheumatic heart disease was the type most commonly found, he said, and a study showed that women who die of it during the child-bearing stage do so because of the natural evolution of the disease. "Motherhood is a woman's special privilege and prerogative, the privilege a doctor has a right to advise against without reason," Dr. Reid said.

Carol and Helene Reach Agreement

Bucharest, Rumania—Reconciliation between King Carol II. of Rumania, and his Queen, Helene, was perfected recently following weeks of persuasion during which the former Princess of Greece refused to take back her husband.

The reconciliation was reached through constant conferences and considerable pressure on Queen Helene, mother of their son, the boy Prince Michael.

It was expected that the formal announcement of the reconciliation would be made shortly when King Carol also will seek to have their divorce annulled.

The report of the reconciliation, however, was published in the newspaper Lupta and is generally although not officially known in Bucharest. King Carol, the newspaper said, recently has spent hours daily at Helene's palace with his son Michael.

Pygmies Find Leprosy Cure Will not Reveal Secret

New York—Life among the pygmy tribes of Africa, where a wife may be obtained in exchange for a goat sharp knife, a quantity of salt, or a young son will be depicted at the Brooklyn museum in a miniature Mangbetu village to be built by Mrs. Della J. Akeley, first wife of the late explorer and naturalist.

Mrs. Akeley revealed on her recent return from Africa that the pygmies had discovered an herb which prevented the spread of leprosy although it did not seem to cure it. She said they refused to show the herb to scientists.

Stock-market suckers appear to prove that instead of dreading the fire, the burned child just can't believe that he was burned.



JACK GUEST, WINNER OF THE DIAMOND SCULLS

Britain Produces Best Sportsmen

"Wright started at thirty-two strokes to Beresford's thirty, but the latter led by a few feet at the start. At the top of the island the men were level. A few seconds later Joe caught a bad crab, missing two strokes. When Beresford saw this he waited for his opponent. . . . Wright won by two and a half lengths."

This is an extract from the cable report of the race between Wright and Beresford at Henley recently. We call attention to it to emphasize that while England, from time to time, might fail in producing the best athletes in the world she never would fail in producing the best sportsmen. The chivalry of Beresford was fittingly displayed in what is probably the cleanest of outdoor sports, rowing. It is a sport wholly British in its modern development, and the finest traditions of British sportsmanship are observed in it. Finished scullers are not expected to catch crab, any more than finished cricketers are supposed to knock the balls off their own wickets with their bats. It would have been quite legitimate for Beresford to have taken advantage of Wright's lapse, and conceivably to have done so would have won him the race. That he refused to take profit through the bad luck of his opponent, and thus threw away his chances of victory, is sportsmanship of the first water.

Jack Guest Wins Diamond Sculls

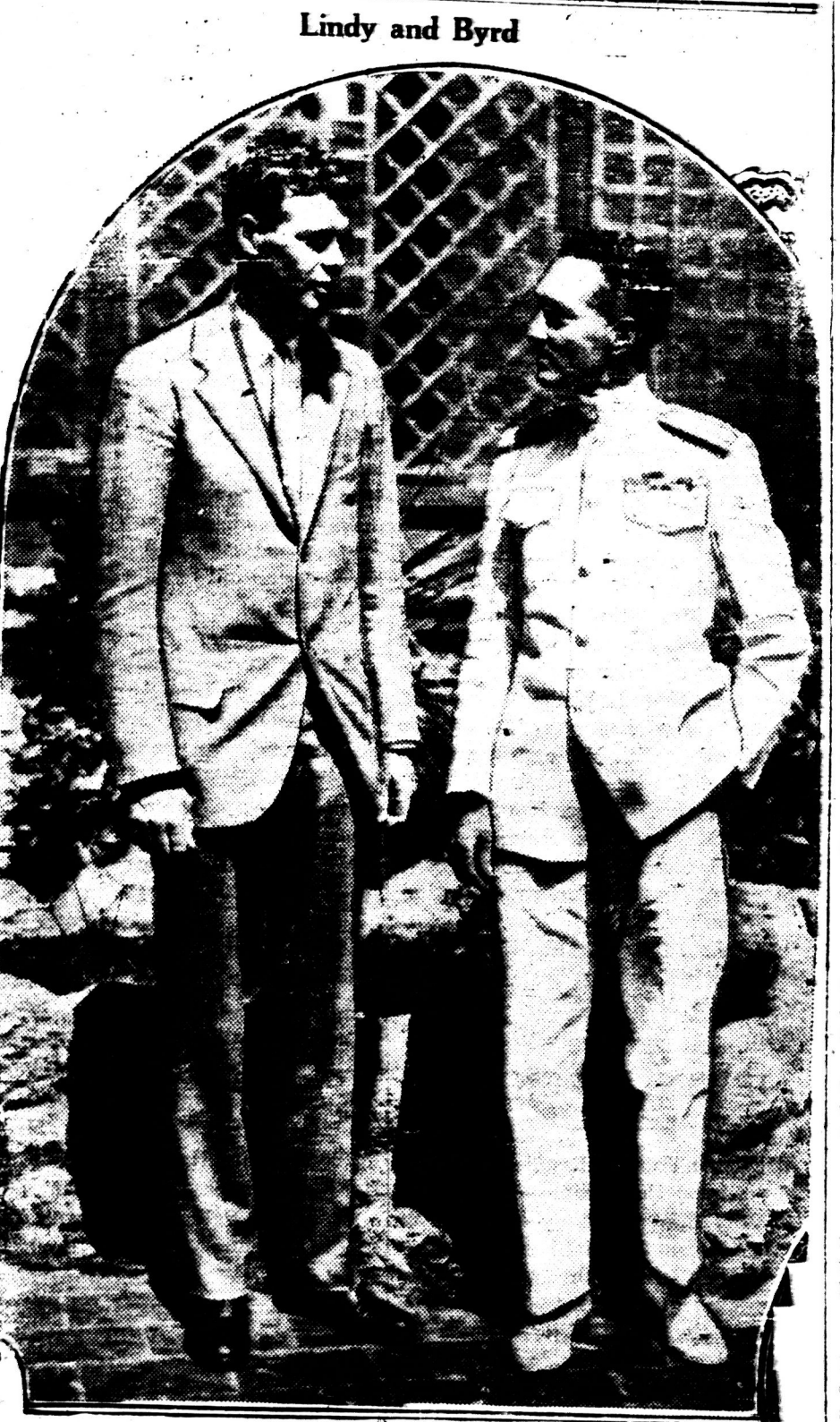
Captures Premier British Rowing Feature at Third Attempt

Henley on the Thames—Jack Guest, the Canadian sculler carrying the colors of the Don Rowing Club, Toronto, Saturday, July 5th won the Diamond Sculls for Canada, the greatest rowing trophy of the British Empire, by defeating Gerhard Boetzel, Berlin Rowing Club, easily. It was his third appearance on the famous water-course. Guest was born in Montreal.

His victory over the German sculler constitutes the third Canadian victory in the Diamond Sculls since the race was inaugurated in 1844. Lou Scholes, Toronto, won for Canada in 1904 and Joe Wright, of the Toronto Argonauts captured the trophy in 1923.

Guest's time was eight minutes and 28 seconds. The record time for the Diamond Sculls was eight minutes and 10 seconds, set by F. S. Kelly, Leander R.C., some years ago.

The "nerves" of the finger then come into play. They are plain wires which carry the slight electrical disturbances to instruments that amplify them into movements an inch long, that can be calibrated in terms of wear and tear.



Lindbergh, the proud new father, is shown here being congratulated by Admiral Byrd after the latter's return from the Antarctic.

Southern Cross Reaches End Of Long Trail Around World

Hunter Bros. End Endurance Flight

Chicago—Endurance Fliers
Smash Old Record
by 133 Hours

OIL LINE CLOGGED

Chicago—The world's longest continuous flight ended at dusk July 4th, when the Hunter brothers endurance plane bounced to the ground after 553 hours 46 minutes, 30 seconds in the air.

The old record was 420-hours made by the St. Louis Robins.

John and Kenneth Hunter landed and taxied their trim Stinson-Detroit monoplane to the hangar at Sky Harbor at 6:21 1/2 p.m. after a hurried call for more oil.

Their brothers, Walter and Albert, were trying hurriedly to get oil to them in the refueling plane, but before it took the air, the endurance ship landed. The motor, said Kenneth, who rode on top of the plane as it taxied in, was about to "burn up."

An oil line had clogged, he said, and they were forced to come down when the motor started to screech as metal rubbed against metal.

A crowd of more than 5,000 people, the remains of an even larger Fourth of July group of thrill seekers, saw the plane land. They rushed after it, almost mobbed it when it slowed down and battled futilely to get into the hangar when the plane rolled in. About 200 persons managed to crowd in before attendants could close the doors.

Perfect Landing
Despite their extreme weariness the Hunter brothers made a perfect landing in the midst of the litter scattered away spectators when the plane came low, and then Kenneth and John made a "three-point" landing directly in front of the hangar.

Confusion at Landing
Confusion which marked the whole flight attended the landing. No one knew exactly what to do or when to do it. After getting all the Hunter boys in the hangar, the managers couldn't decide where to take them. One group wanted to take them to an amphibian plane on nearby Lake Michigan and thereby rush them to a downtown hotel immediately for a much-needed rest. Another knot of backers insisted that they should be taken downtown but not paraded through the streets of holiday strollers before being allowed to shave and bathe.

Finally, the Hunter brothers, their wives and families, bundled into automobiles bound for the Hotel Sherman. Kenneth, somewhat pudgy 21-year-old youth, wiped the grease off his face with a piece of waste while chatting with the United Press correspondent.

"It certainly feels good to be back on land," he said. "My legs were a little shaky at first, but feel all right now. What I want most of all is a good night's sleep. On account of all the sightseers that last two days, we didn't get our usual amount of rest. We didn't have much trouble up there until the final break, however. Five or six hours before it came the oil began to bother us and we knew that we would have to come down sooner or later."

When asked what he thought of the crowd that was here to welcome him down, he said that he would much rather remain up there to go through the trouble of facing the barrage of newspapermen, cameramen, beseechers the crowd who were pressing about to get a glimpse of the fliers.

Kenneth said they had very little motor trouble. They had to change the magneto points several times and make a few other minor adjustments on the engine, but on the whole they were satisfied at the way the motor performed.

Their official time in the air was placed at 553 hours and 41 minutes. The endurance plane was contacted 223 times, burned 7,630 gallons of gasoline and 400 gallons of oil. It was estimated to have travelled 41,475 miles.

Glorious Fourth Takes 178 Lives

Chicago—The United States paid its inevitable price in human life on July 4th to celebrate the 154th anniversary of its independence.

The dead numbered 178. Many other hundreds were injured. Property damage was unusually high and ran into many thousands of dollars.

Honk-Honk!

"The honking of geese used to announce spring; to-day it announces a traffic jam," says the Pathfinder. Why be a goose?

The orderly sergeant was making his tour of the dining-rooms. "Any complaints?" he boomed. "This Irish stew's funny," grumbled one brave soldier. "Oh, is it?" barked the sergeant; "then why the deuce ain't you laughin'?"

Oakland Airport, Oakland, Calif.—The faithful monoplane Southern Cross came within 4th of a trip around the world over the most perilous of airways some of which it alone had traversed.

Major Charles Kingsford-Smith brought the plane down at 2:37 p.m. on the runway from which he had started his journey around the world two years ago.

The cheers of approximately 25,000 persons drowned out the roar of the motors of the Southern Cross that were trusted implicitly by the men who sat in the cabin during the various stages of the long flights over both the Atlantic and Pacific oceans.

The Southern Cross—one of the oldest planes in active service to-day—had reached the end of the trail and like that other famous plane—The Spirit of St. Louis—probably will be sent to a museum.

The Markets

PRODUCE QUOTATIONS

Toronto wholesale dealers are buying produce at the following prices: Eggs—Ungraded, cases returned, fresh extras 27c to 28c; fresh firsts, 25c to 26c; seconds, 21c to 23c. Butter—No. 1 Ontario, creamery, solids, 27c to 27 1/2c; No. 2, 25c to 26c. Churning cream—Special, 27c to 28c; No. 1, 26c to 27c; No. 2, 23c to 24c. Cheese—No. 1 large, colored, paraffined and government graded, 16c to 16 1/2c.

PROVISION PRICES

Following are the range of prices at Toronto: Smoked meats—Hams, med., 28c to 35c; cooked loins, 48c to 52c; smoked rolls, 28c; breakfast bacon, 30c to 40c; backs, pea-mealed, 34c; do, smoked, 46c to 55c. Pork loins, 29 1/2c; shoulders, 19 1/2c; butts, 24 1/2c; hams, 26 1/2c. Cured meats—Long clear bacon, 50c to 70c; 24c; 70c to 90c; 22c; 90c to 110c; 21c. Heavyweight rolls, 40c; lightweight rolls, 25c. Lard—Pure, tierces, 15c; tubs, 16c; pails, 17c; prints, 17c to 17 1/2c. Special pastry shortening—Tierces, 15c; tubs, 15 1/2c; pails, 16c.

GRAIN QUOTATIONS

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

Man. wheat—No. 1 North, \$1.01; No. 2, 98 1/2c; No. 3, 95 1/2c; No. 4, 93c; No. 5, 85 1/2c; No. 6, 71 1/2c; feed, 58c (c.l.f. Goderich and bay ports). Man. oats—No. 1 feed, 42 1/2c; No. 2, 39 1/2c. American corn—No. 2 yellow, 90 1/2c; No. 3, 83 1/2c. Millfeed, del. Montreal freights, bags included: Bran, ton, \$24.25; shorts, ton, \$26.25; middlings, ton, \$31.25.

Ontario grain, wheat, \$1 to \$1.03. Barley, rye, buckwheat, nominal.

HAY AND STRAW PRICES

Wholesale dealers in hay and straw are quoting shippers the following prices for carload lots delivered on track, Toronto:

No. 2 timothy, \$14; No. 3 timothy, \$13 to \$13.50; wheat straw, \$10.50; oat straw, \$10.50.

LIVE STOCK QUOTATIONS

Heavy beef steers, \$7 to \$9.10; butcher steers, choice, \$8 to \$8.75; do, fair to good, \$7.50 to \$8; do, common, \$6 to \$7; butcher heifers, choice, \$8 to \$8.65; do, fair to good, \$7.50 to \$7.75; do, com., \$6 to \$7; butcher cows, good to choice, \$6.50 to \$7; do, med., \$5.50 to \$6.25; canners and cutters, \$1.50 to \$3; butcher bulls, good to choice, \$3 to \$5.50; do, med., \$1.50 to \$4.75; do, hologna, \$3.50 to \$4.25; baby beef, \$9 to \$11; feeders, good, \$7 to \$7.50; stockers, good, \$5 to \$7; calves, good to choice, \$10.50 to \$11; do, med., \$9 to \$10; do, com., \$5.50 to \$6.50; milkers, \$50 to \$90; springers, \$70 to \$90; lambs, choice, \$12 to \$14; do, yearlings, \$7 to \$8; sheep, good, \$3.50 to \$4.25; hogs, bacon, w.c., \$11.50; do, select, \$1 per hog premium; do, butchers 75c per hog discount; do, trucked in, 50c cwt. under w.c.; do, f.o.b., price \$1 cwt. under w.c.

Britain Supports Peace Foundations

London—Arthur Henderson, British Foreign Secretary, at the recent annual meeting of the general council of the League of Nations Union said that the guiding fundamental upon which the program of his department was founded was the maintenance and consolidation of international peace.

"That," he said, "is the actual test we apply to every measure we adopt. We are not yet convinced that the cause of peace has triumphed."

"We are convinced that without the permanent institution of the League, without the international law which is being built on the foundations of the Covenant our can never be abolished. It is for that reason we have sought to strengthen the League and increase its power for the prevention of war in every way."

Mr. Henderson also said he "looked forward to building up a complete system of arbitration for international disputes of every kind. We are resolute to go forward with patience but also persistence in pursuit of the policy for which we stand."

Toronto, Ont.—More bicycles were made in Canada in 1929 than in any previous year and prices were lower than they have been for thirty years, according to the records of the Canada Cycle and Motor Company.