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AIRSHIP R-34 LANDS SAFELY AFTER 74-HOUR TRIP OVER ATLANTIC

SIR EDWARD CARSON ADVISES AMERICA TO AFFAIRS

Irish Unionist Leader Tells of Campaign for Anti-British Feeling.
ULSTER CELEBRATION
Sir Horace Plunkett Denounced as Hated and Distrusted by Both Sides.

Belfast, Ireland, July 13.—The 12th of July celebrations were carried out yesterday in Ulster on a large scale. Sir Edward Carson, the Irish Unionist leader, speaking at the Orange demonstration at Holywood, Belfast, said: "There is a campaign going on in America at the present moment, fostered by the Catholic Church, which will soon be joined by the Germans and their friends in order to create a great anti-British feeling."

"I seriously say to America today—You attend to your own affairs; we will attend to ours. You look after your own questions at home, we will look after ours. We will brook no interference in our own affairs by any country, however powerful. It is not for that we waged the Irish war of independence which has just been concluded. What right had an American mission to come to this country—some nation towards which we have no objection to stir up strife in matters in which they were not concerned?"

Plunkett denounced Sir Horace Carson, who he said, was elected chairman of the Irish center because he was "thoroughly hated and distrusted by both sides," and added the speaker, "a nice mess he has made of it."

"I do mind this, gentlemen," Sir Edward concluded, "who has boxed the compass of political profanity, walking in and out of the Carlton Club and among those who are real Unionists."

H. M. S. RENOWN AIDS IN SUPPORT OF R-34

London, July 13.—H. M. S. Renown, the ship on which the Prince of Wales will make his tour to Canada, has returned to England from an Atlantic cruise in support of the R-34. In view of the suggestion that the British fleet is going to America, it is stated that the Renown and a light cruiser escort are the only British naval vessels likely to visit any American harbor for some time.

MEN'S HATS AND RAINCOATS

The Dineen Company have been busy selling Men's Panama and Straw Hats for some time. This week they are giving their attention to a sale of Men's Raincoats and Men's Felt Hats. Some advance shipments for fall have just arrived, and will be on sale today, at very tempting prices. Military Trench Raincoats, \$29.00; Civilian Raincoats, \$19.00 to \$20.00. The civilians are plain or belted, in a variety of trends, and are not only raincoats but fall overcoats as well. Men's Felt Hats, \$2.75 to \$3.00. See them at Dineen's, 130 Yonge street.

GREAT BRITAIN PLANS TO RAISE GERMAN BLOCKADE

Trade Will Be Resumed With Teutons With Certain Reservations—Licenses Issued.

London, July 13.—With a view of raising the blockade, the board of trade has issued general licenses under trading with the enemy legislation, authorizing, with certain reservations, the resumption of trade with Germany and German-Austria. The licenses do not remove existing restrictions upon the payment of debts, and the return of property due or deliverable to persons in Germany and German-Austria with respect to pre-war transactions. Paris, July 13.—At the afternoon session of the council of five, the Italian request that the Austrian concessions at Tientsin, China, be transferred to Italy, was referred to a commission for consideration. It was decided by the council to send a message to the Czechs and Poles, declaring that if no agreement is reached regarding the contested Teschen coal situation within ten days the council will decide the question itself.

CAR TURNS TURTLE KILLING DRIVER

Four Others Injured in Serbian Party of Merry-makers.

Tony Nique, a Serbian living at 1011 Bathurst street, was instantly killed and four of his companions were more or less injured when a large touring car driven by Nique turned turtle on Dufferin street near Vaughan road yesterday. The names of the injured men, who were all removed to the Western Hospital suffering from shock, are: William Steroff, 422 East King street; Steven Stevenson, 1011 Bathurst street; Chris Mitchell, 1011 Bathurst street and Albert Lazerman, 1011 Bathurst street. It was stated at the hospital last night that all four would recover. Stevenson was also badly injured about the head. The motor car had been rented from the Northern Taxi Co. at 87 York street. The driver, a party of nine foreigners, who after making a tour of the city were coming down Dufferin street about a couple of miles above St. Clair at a point where a number of roads intersect. Nique was driving at the time of the accident, although the taxi company had sent a qualified chauffeur along with the car to drive. The driver, William Dunn, 13 Inkerman street, had let Nique drive after the latter had assured him that he was able to handle the wheel.

WREATH OF GOLD FOR MARSHAL FOCH

Paris, July 12.—Marshal Foch was given today a laurel wreath of gold by the inhabitants of the department of Seine at Oise. President Poincare, speaking at the ceremony, held in the palace of Versailles, glorified Marshal Foch for his deed during the war. "For you, who went thru the long hours of waiting and uncertainty," President Poincare said to Marshal Foch, "with so much energy, clear-sightedness and serenity, this greeting—unanimous as if from one person—is a most glorious and most merited apotheosis. The admiration and the gratitude which that period brought you thruout France and in the allied countries, find today an occasion to display themselves without ostentation and with cordial sincerity."

GERMANS GIVE FIGURES REQUESTED BY FRENCH

Versailles, July 13.—Baron Kurt von Lersner, head of the German peace delegation, has sent another note to the French foreign office, giving statistics requested by the French minister of reconstruction. Theodor Lewald and Herr Schroeder, the heads of two German commissions which arrived Thursday, left tonight for Berlin to get further instructions. They will return to Versailles in a few days.

"STARTING DAY" IN SALESMANSHIP CLUB

Every Member Requested to Help Make Today a Big Day By Turning in at Least One Subscription.

Today has been set aside as "starting day" by the manager of the Salesmanship Club campaign and will be a great success-determining day, among those who have so far entered the "club," are to be looked upon as the real workers. It will give The World a chance to know just who means business in this big campaign. No one is expected to accomplish any big things so soon, but every member has been asked to make some report today. At least one subscription from everyone is what is asked for. Of course, those who can turn in more than one will be helping along the campaign a success and at the same time be helping themselves by strengthening their standing. Make a Start Now. About four hundred have so far entered the campaign. If every member turned in one subscription today, just realize what a busy day it would be and what a difference there would be in the next published list of standings. Those who do not move away from the \$500 mark without delay are hurting their own chances for success. For their friends like to see them among the active contenders when they glance over the list. Those who show their determined intentions early in the race will find it a great deal easier to secure subscriptions, for everyone likes to help those who show they are doing something. The big extra credit offer allowing 50,000 extra credits on every six new six-months subscriptions. Those who expires on July 30, and the extra prize offer also expires on the same day. On July 30 the biggest opportunity of the campaign passes. Big Extra Offer. This extra offer does not mean that only six-months subscriptions count for extra credits. Any new subscriptions for a longer or shorter length of time (Concluded on Page 10, Column 3).



HON. FRANCIS COCHRANE Mentioned as successor to Sir John Hendrie as Ontario's Lieutenant-governor.

HON. FRANK COCHRANE MENTIONED AS GOVERNOR

While no official announcement has yet been made, it is generally understood that Hon. Frank Cochrane is to be Ontario's next lieutenant-governor. The Hon. Mr. Cochrane was born at Clarenceville, Que., in 1852. His family later moved to Sudbury, and his political career began with his election to the provincial legislature for E. Nipissing. In 1908 he was elected to the newly-created constituency of Sudbury, and in 1909 was appointed minister of lands and mines in the Whitney government. In 1911 he went to Ottawa as minister of railways and canals under Premier Sir Robert Borden, and in 1917 he resigned his portfolio and was appointed minister of the interior. He is a Methodist, and for some years has made his home at Ottawa. In 1882 he married Miss Alice L. Dunlop, and has one son and two daughters. Mr. Cochrane is of a general disposition, although to those who are not familiarly acquainted with him he might appear somewhat rugged. He is a man who improves on acquaintance, and has many friends in both political parties.

LABOR SITUATION STILL UNSETTLED

London, July 13.—Fourteen pages of The London Gazette, for Saturday were devoted to the names of Canadian honours he sat for Nipissing. He is a Methodist, and for some years has made his home at Ottawa. In 1882 he married Miss Alice L. Dunlop, and has one son and two daughters. Mr. Cochrane is of a general disposition, although to those who are not familiarly acquainted with him he might appear somewhat rugged. He is a man who improves on acquaintance, and has many friends in both political parties.

LONG LIST OF CANADIANS ARE MENTIONED BY HAIG

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LABOR SITUATION STILL UNSETTLED

Possible Agreement in Some Trades Expected, But Not in Others.

Strikes are still in progress in several industries in Toronto. In some settlements there appear to be remote, in others again the chances of amicable agreement are good. The teamsters' strike is perhaps the most virulent in its animosities, each side remaining adamant for set rulings. The representatives have as yet shown no desire to recognize the right of the union movement, and as a result the general situation with the teamsters is not good. Wednesday afternoon and evening will be fraught with much interest. The strike drivers will meet in force at the Labor Temple in the afternoon, and they will report the results of their meeting at the mass meeting of the entire union, which is to meet in the evening. All talk of a general strike is tabooed as being mere table-talk. It was pointed out to the extent of the strike, and talk must have originated from a misunderstanding of the meaning of the mass meeting which is to be held on Wednesday evening at the Labor Temple. This mass meeting will not be held to consider a sympathetic strike as reported in certain quarters, but will be called to consider the advisability of calling all the members of the union out on strike, a totally different thing, one union alone being affected in the proceedings.

RETURNING SOLDIERS

Troops from S.S. Minnekahda and Carmania arrived at Halifax yesterday. Many are now en route to Toronto. They are expected early Tuesday morning, probably between 7 and 8 o'clock.

R-34 REACHES ENGLAND AFTER 74-HOUR TRIP ACROSS THE ATLANTIC

Voyage Made Without Incident, Major Scott Declares—Giant Airship Completes Round Flight to America—Greeted by Crowds and Music in Norfolk Village—Commercial Possibilities Demonstrated by Journeys—Diary of Trip.

Pulham, Norfolk, England, July 13.—Great Britain's mammoth transatlantic pioneer, the dirigible R-34, arrived at the air station here at 6:56 o'clock Greenw. ch mean time, today, completing her round trip from the British Isles to the United States and return.

The R-34 poked her nose out of the clouds northeast of this village, and after circling the flying field three times glided gently to the ground and ten minutes later was housed in the dirigible shed. "The voyage from Long Island was without particular incident and was completed in approximately 75 hours. Soon after daybreak 400 men stationed at the airbase were roused from their sleep to prepare for the landing of the transatlantic voyager. Lookouts took positions in towers and wireless operators prepared to pick up messages from the airship. The sun rose bright, but soon afterwards was obscured by clouds. There was no wind, and those on watch were confident that the dirigible would arrive on time. First Sight on Horizon. Showers from those on the field greeted the first sight of the long gray body low on the horizon. As the R-34 approached the field she dropped from a height of 5000 feet to 2000 feet. The men who were to aid the airship in landing were ordered to their positions and waited silently as the ship circled the field, dropping lower and lower. When Major G. H. Scott, her commander, had maneuvered the airship into position for the landing the water ballast was thrown overboard to steady her and a rope was thrown from the bow. The rope was grasped by eager hands, and the giant ship moved gently across the field to the shed where the delicate operation of berthing her was completed quickly without accident.

Voyage Without Incident. A military band stationed on the field played "The Call of Duty" as the airship began to settle and then changed to the strains of "See, the Conquering Hero Comes." As the ship warped into the shed the band played "Keep the Home Fires Burning." The crowd was too intent in watching the ship to notice the music, while the whirr of the propellers made it inaudible to the men in the R-34. The tired, unshaven, but smiling men who composed her crew quickly climbed from the gondola and were greeted warmly and with many slaps on the back by the officers and soldiers gathered on the field. "The voyage home has been without incident," said Major Scott. "We estimated we would make it in from 70 to 80 hours," he said. (Concluded on Page 7, Column 5).

AUTO TRUCKS MAY REPLACE DOBBIN

Cartage Firms Affected by Teamsters' Strike—Consider Gas Machines.

There was a great deal of talk on Saturday in circles interested in the motor truck business, to the effect that some of the larger cartage firms in the city are about to abandon horse cartage and do all their business by means of motor. The strike of the teamsters has brought a matter which has been under consideration for some time past, to a definite head. It is pointed out that motor trucks are built for both heavy and light freight, that the transportation of freight could be more speedily undertaken with motor traction than horse hauling. The relative costs of the two methods are being worked out and a speedy decision will be made by the cartage people interested in the matter. Firms who supply motor trucks are looking forward to big business if the decision should be in favor of the gas machine, as its adoption by at least one of the largest of the firms affected by the strike would affect not only Toronto, but Montreal and other large towns in which they operate.

SIR GEO. PERLEY SAILS

London, July 13.—Sir George and Lady Perley sailed on Saturday for Canada on the Aquitania from Southampton.

DEARER BRITISH COAL AS ECONOMIC LESSON

Industries Will Pass Increase on to Buyers and Consumers—Labor Takes Up Gauntlet, Charging Government With Killing Nationalization.

London, July 13.—Seldom has any people received such a swift and vivid lesson in practical economics as the British government has given this nation by the notice in the house of commons on Wednesday that it was raising the price of coal six shillings per ton from next Wednesday. The response has been immediate and specific, and comes from almost every branch of industry in the kingdom, from steel manufacturers, shipbuilders, ship owners, railway managers, gas works and almost all sorts of manufacturers and industries down to plain just what the government order will cost their concerns and serve notice also that they must pass it on to the buyers and consumers. Handicap in Competition. Great export industries declare that the increase in the price of coal will handicap them in their competition with other countries, and may mean, in some instances, a stoppage of their plants and an increasing public discontent. The general public is told how much the higher price of coal will inflate living expenses. The government apparently meant this to be an object lesson as to what would result from the prevalent agitation for higher wages and shorter working hours. It also seems to be trying to throw cold water on the campaign for the nationalization of industries by trying to show that government management does not mean that wages can be increased and prices decreased indefinitely. Labor has taken up the gauntlet immediately, charging the government with wishing to kill the plan of nationalization and also declaring that the government is favoring capitalists by bungling bookkeeping. Railroads at Loss. During the last stages of the war the government was running the railroads at a loss, according to a statement made before the house of commons by Sir Eric Geddes, minister of transport. (Concluded on Page 7, Column 3).

ROWELL DISCUSSES LIBERAL CHIEFS AND PARTY CONVENTIONS

In Public Letter Regrets Election of Dewar as Ontario Leader.

SAYS PROHIBITIONISTS CANNOT FOLLOW PROVINCIAL HEAD OF OPPOSITION

Ottawa, July 13.—In answer to enquiries from his constituents in Durham county, with reference to his views on the recent Liberal convention in Ontario and the Liberal convention to be held in Ottawa in August, Hon. N. W. Rowell, president of the privy council, has sent public a letter he has written to Mr. W. J. B. Davidson, one of the leading Liberals of Port Hope. The letter reads as follows: Ottawa, July 13, 1919. Dear Mr. Davidson—You have asked my opinion as to what the Liberal-Unionists in Ontario should do in view of the hostile attitude shown at the recent provincial Liberal convention in Toronto toward the Liberal-Unionists and the choice by that convention of Mr. Dewar as leader. In the fall of 1917 the Liberals of Canada were acutely divided over a great national issue, involving the future of our party and the support of our gallant defenders overseas, but this division did not extend to provincial politics in Ontario. Both sections of the party co-operated under the temporary leadership of Mr. Proudfoot, whose sound Liberalism, integrity, courage and unselfish patriotism must be appreciated by all Liberals. Surprised by Convention. Prior to the meetings of the Toronto convention I confidently anticipated that this co-operation would continue and that the policies for which the Liberal party had fought for so many years would be supported by a united provincial party. The convention has changed the whole situation. The illiberal and intolerant attitude of one section of the party largely determined the character of the party for the time being at least. Mr. Dewar was not only opposed to the formation of the national Union government for the vigorous prosecution of the war and the support of the provinces, but in co-operation with Mr. Murphy he led all the diverse elements in our population in Ontario hostile to Union government and Canada's war policy. It is his utmost efforts to defeat both. It is true his efforts in Ontario hopelessly failed and only eight members were returned to support in whole or in part the policy he advocated. Dewar and Prohibition. Another factor in the situation, and exceedingly important in the eyes of thousands of citizens of Ontario, is Mr. Dewar's attitude toward the liquor traffic and prohibition. Under Sir Oliver Mowat, who promised the people of Ontario prohibition to the full limit of the jurisdiction of the province, and more particularly during the last seven years, the provincial Liberal party has stood out as the active and aggressive opponent of the bar and the organized liquor traffic. The demand on the part of representative delegates at the recent convention in Toronto that a prohibition plank be inserted in the party platform, shows that strong elements in the party still stand by that policy, and in my opinion, the prohibition plank represented the overwhelming majority of the party on that question. Not only Mr. Dewar not sympathized with, but he has been opposed to the policy of the Liberal party in this issue. As leader he will undoubtedly command and secure the support of the organized liquor traffic and their friends in Ontario irrespective of party. They look upon him as their rising hope. Will He Lead Prohibitionists. No one will question the right of Mr. Dewar to entertain such views or his right to the support which success will bring to him, but it is inconceivable that the men and women who demanded the inclusion of a prohibition plank through Ontario whose views they represented, can ever follow an anti-prohibition leader, when at the time it is so vital. The men and women of Ontario who are opposed to the menace of the liquor traffic have two great tasks ahead of them in the approaching referendum in the law is sustained, the second, to see that in the general election in Ontario the prohibition plank is not only supported by a government in sympathy with the law and who can be depended upon to secure its effective enforcement. I cannot see how Liberal-Unionists or the Liberals, the prohibitionists, believe that temperance and social reform are vital to the best interests of our province, can support a leader who not only does not support their views, but on the contrary was opposed and is opposed to their war and temperance policies. Defines Attitude. You have also asked as to what should be the attitude of the Liberals in Durham county, who supported the Union Government, toward the