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TUESDAY MORNING MAY 20 1919

VOL. XXXIX.—No. 14,069 TWO CENTS

THREATENED STRIKE MAY CUT ONTARIO LIGHT AND POWER

Winnipeg Strike Situation Reported to Be Unchanged—Federal Ministers Leave for the West

TRANSATLANTIC AVIATORS FAIL TO REACH IRELAND AND FATE IS UNCERTAIN

STRIKE SITUATION UNCHANGED SAY REPORTS FROM THE WEST

Attempts to Bring About a Settlement Now Being Made—Minor Clashes Reported—Soviet Government Denied.

News from Winnipeg continues exceedingly meagre and somewhat conflicting. While despatches from that city state that all is quiet there, and that the strikers continue in control, it is to be remembered that all news sent out by wire must pass through the hands of strike officials. The most hopeful sign is found in government statements to the effect that the situation, while serious, has not changed for the worse since yesterday. The early arrival of the minister of labor and the

Peace Feeler Out.
Canadian Press Despatch.
Winnipeg, Man., May 19.—The agencies were working tonight to bring about a settlement of the deadlock between capital and labor of Winnipeg. Peace feelers were sent to the heads of organized labor and to the employers, but failure of the conciliatory agencies to announce any results caused the general impression that no definite concessions have been made by either side.

Railways Threaten Strike.
L. R. Barrett, vice-president of the Vulcan Iron Works, one of the leading industrial plants, said tonight: "We can do nothing. The whole situation is in the hands of the citizens' committee, and we must wait action by this committee. In the meantime we are going to sit tight and make no concessions."
The Western Labor News, the official organ of union workers, announced that the trainmen on the government railways entering Winnipeg are ready to strike; that the Canadian Pacific Railroad trainmen are voting on the question that the railway shophmen of Winnipeg and district shops, who are seeking higher pay and shorter hours, will announce their attitude tomorrow. The same paper contained information that the Winnipeg strike is receiving support of union forces of the other provinces, and announced that Toronto who were being brought here to the largest department store of the city was refused transportation past Fort Arthur, and that the railway workers are being refused to handle trains on which such persons are found.

The impression exists that if the government finally decides that the union forces have been unreasonable it will

Hawker, the Sacrifice.

Poor Hawker—if he is lost—didn't live to learn what a hero he was for a single day in the midst of millions of men and women all over the world. He started off from Newfoundland Sunday afternoon on his great adventure of crossing the Atlantic Ocean in a little airplane, accompanied by a navigator equally courageous with himself, in the hope of landing in Ireland some time yesterday. A flight of nineteen hundred miles. He started off from Newfoundland Sunday afternoon on his great adventure of crossing the Atlantic Ocean in a little airplane, accompanied by a navigator equally courageous with himself, in the hope of landing in Ireland some time yesterday. A flight of nineteen hundred miles. He started off from Newfoundland Sunday afternoon on his great adventure of crossing the Atlantic Ocean in a little airplane, accompanied by a navigator equally courageous with himself, in the hope of landing in Ireland some time yesterday. A flight of nineteen hundred miles.

Hawker was one of those men who had made a reputation as an aviator, and had come into money and success; but he was one of those great spirits who cannot live as nothing if he could perform a great deed that mankind wished to see accomplished. The crossing of the ocean was the great complement of the wonderful deeds that had been done in the war by the aeronauts fighting in the air. And Hawker closes one of the most heroic pages in human story. And all the world salutes Australia and her darling son.



MISSING AIRMAN'S FAMILY
The above photo shows the wife and daughter of Harry Hawker, who started out from Newfoundland Sunday afternoon on his aerial journey to Ireland. Hawker's plane was forced to descend to the sea, and up to going to press it was not definitely known whether or not he or his navigator, Lieutenant Commander Grieve, had been rescued.

MYSTERY SHROUDS THE FATE OF HAWKER AND NAVIGATOR

Sopwith Machine Picked Up Off Irish Coast, But Identity Uncertain—Admiralty Has Sent Out Ships to Search For Daring Aviators.

London, May 19.—London spent the day in tense excitement and suspense, awaiting the result of Hawker's bold attempt to fly across the Atlantic, and after a day of anxious enquiries and unverified rumors and speculation, the fate of the gallant aviators, Hawker and Grieve, is still unknown.
A Sopwith machine, supposed to be Hawker's according to an admiralty wireless report, descended to the surface of the ocean 40 miles west of the mouth of the Shannon. Later admiralty reports said that this information was not considered reliable.
The early unverified reports had it that the Sopwith machine encountered a gale which reduced its speed to 40 miles an hour, and finally compelled it to descend owing to exhaustion of gasoline.
Crowds of people waited the day long at the Brooklands airfield, where Hawker learned to fly, believing that the aviator would make his landing there. Who experts had expressed the opinion that Hawker would not likely be able to fly there.
The fate of Hawker and Grieve cannot be definitely stated, and tonight it is impossible even to assert that the machine found at sea is Hawker's. The weather off the Irish coast Monday was boisterous, with rain and haze. The admiralty has sent out all ships possible to search for the aviators.
According to The Daily Mail, admiralty quarters in Queenstown, when questioned at 11.15 o'clock last night, denied receiving a wireless despatch from the Castletown station, saying Hawker's machine had landed 40 miles west of the mouth of the Shannon, or any other wireless.
Moreover, it was asserted, the especially sensitive wireless plant at Ballybunion, on the northwest coast of County Kerry, Ireland, did not receive the message.
The admiralty in London is investigating the mystery.

RIVAL GOVERNMENT STARTS IN SALZBURG

German-Austrian Government Defied and Decree Expels Vienna Residents.

Vienna, May 19.—The German-Austrian government is being defied by an autonomous government which has been established in the province of Salzburg, western Austria. The members of the new government have issued a decree forbidding residents of Vienna from residing in Salzburg and announcing their opposition to the system of exchanging food from foreign countries received in Vienna for the agricultural products of the province.
The Salzburg government also is refusing to hand over to the central government in Vienna the proceeds of the income tax.

MISSING PLANE SAFE.
Ponta Del Gada, May 19.—The missing American seaplane NC 3, is now behind the Del Gada breakwater. Her crew is aboard the United States steamer Melville.

MAYOR ENDEAVORS TO AVERT STRIKE

Conferences Held With Employers and Employees to Consider Situation.

COMMITTEE OF FIVE
Labor, Capital and City Representatives Chosen as Peacemakers.

Mayor Church was busy yesterday doing his best to effect a settlement of the metal trades strike, and to prevent further threatened industrial trouble. In the morning he had a conference with labor men and in the afternoon he saw representatives of the Manufacturers' Association, the Board of Trade, and Mr. Merrick of the Sheet Metal Employers' Association. As a result of these meetings it was proposed that there should be a conference today, in the mayor's office, a conference between two representatives of labor and two of the employers, with a fifth member to be chosen. The representatives of labor and employers were not to be members of the organizations, parties to the dispute. The mayor urged upon the Labor Council representatives to use their good offices to prevent any future strikes, pending the conference to settle the present dispute.

Industrial Survey.
There was a conference in the mayor's office at 3.30 p.m. yesterday afternoon, presided by Dunstan, Secretary Morley, representing the Board of Trade, two representatives of the Manufacturers' Association, and J. G. Merrick of the Sheet Metal Employers' Association, when the suggestion was made that the employers and the labor organizations should each appoint two representatives who, with the mayor or a representative of the city, would be a committee to make a survey of the whole industrial situation in Toronto, including the trouble between the metal employers and their men, and come to an immediate decision and report the action to both bodies in two or three days. It was agreed that the representatives chosen should not be members of the organizations parties to the dispute, but should be independent representatives and would go into the whole matter, including the eight-hour day trouble, recognition of the union, and other matters.

At four o'clock the mayor met the representatives of the Trades and Labor Council and the Sheet Metal Employers, and reported the proposal to them. They retired at 4.30 to their respective organizations at a further meeting.
W. J. Hevey, secretary of the Trades and Labor Council, and John Doggett, secretary of the Joint Industrial Council in Toronto, will officiate as the labor delegates at the conference to be held at the city hall today at noon to further discuss the strike situation in Toronto, and two delegates will be appointed by the employers, while a fifth man, possibly Mayor Church, will act as the independent unit of the five conference which aims to settle the differences between the metal trades and the employers.

AUSTRIANS PRESENT THEIR CREDENTIALS

Ceremony Staged in Room Known as Birthplace of Louis XIV.

St. Germain-en-Laye, May 19.—The exchange of credentials between representatives of the allied and associated powers and the Austrian peace delegates took place at 3.20 o'clock today in the room known as the birthplace of Louis XIV. The session lasted four minutes.
Jules Cambon presided at the meeting, and presented the credentials of the allied and associated powers. He repeated virtually the same words he used at the ceremony with the German delegates. Chancellor Renner, for the Austrians, replied briefly, ending the ceremony.
The ceremony was staged in the Pavilion, which tradition calls the birth-room of Louis XIV. The allied plenipotentiaries, on arriving, were saluted by sentries, who were withdrawn before the Austrians came. The Austrians were attired in civilian clothes and wore silk hats.
M. Cambon, speaking in French, expressed the hope that the conference would have a happy and successful result.
Chancellor Renner, head of the Austrian delegation, replied in a few words of French, and then, expressing his inability to continue in that language, concluded his remarks in German. After an exchange of formal bows, Chancellor Renner and his colleagues withdrew, and the ceremony was ended.

SCANDINAVIAN AT MONTREAL; Left Troops at Quebec

Montreal, May 19.—The Scandinavian of the Canadian Pacific Ocean service, which docked to-night, at halfpast eight, carried 1,247 passengers, of whom about 320 were troops.

STORE YOUR FURS WITH DINEEN'S
A late wet spring and the quick arrival of summer are weather conditions that are unusually favorable for house moths.
Be prepared for moths this summer, and make early provision to protect your furs. Phone Main 6332, and our auto delivery will call. We guarantee to return all furs entrusted to us for storage in the same perfect condition as when received. Dineen's, 140 Yonge St.

THURSDAY MAY SEE TORONTO WITHOUT LIGHT OR POWER

MAJORITY IN FAVOR OF GENERAL STRIKE

The probable line-up of the labor factions for and against a general strike at tonight's convention of locals in Toronto is much as follows: Already out on strike—Metal trades, 4000; machinists, 1800; moulders, 700. Total 6500.
Delegates instructed—Freight handlers, 500; Webb pressmen, 300; stationery freemen, 150; street railway men, 2100; painters, 400. Total 3450.
Delegates instructed not to strike—Meat cutters, 3300; fire fighters, 500; policemen, 450, and two unions comprising together 1400 men. Total 5250.
Delegates instructed to strike—Carpenters, 1800; Amalgamated Garment Workers, 200; teamsters, 700; building trades, 6000; Federal Labor Union, 1500. Total 11,500.
For strike 17,700
Against strike 6,250
Uninstructed 2,450
The figures given above are only approximate, and do not include many organizations not within the jurisdiction of the Trades Council, though including some which are not.

STRIKE SWORD HANGS BY FRETTED THREAD

Tonight's Labor Convention Threatens To Plunge Toronto Into Throes of General Strike Rivaling That in Winnipeg.

One of the worst features yet threatened towards developing the Toronto strike into a general walk-out of all workers will develop on Thursday, if prompt means are not taken to effect either a settlement or a postponement. The men employed by the Hydro-Electric System and the Electric Development Company, numbering some five thousand hands, have decided to strike on Thursday if they are not by that time granted an eight-hour day, given additional pay and other grievances settled satisfactorily. These two plants supply 130 municipalities with power and light, including Toronto. This means that the city may on Thursday night be in darkness and those factories using electric energy be closed down for want of power. This would be a tie-up indeed.
"Get in your supply of candles," will be the slogan today and it would be as well to be stocked up with light, for in these days one does not know what may transpire from hour to hour. Just for one moment think what such a strike will mean to the citizens of Toronto. Firstly they must do without street or house illumination and the vendor of the "real stuff" at 47 per bottle will be able to do a fine business without the chance of being caught, to say nothing of the return to prosperous business of the hold up man and the sneak thief. The theatres and picture houses will have to close up and no shopping will be possible in the evening. McCullough will even have another chance to make a getaway if the prison is deprived of its electricity. Watching a man condemned to death by candle light will be no easy task. Then again the guests at the King Edward and other hotels may have to go to bed without their evening dinner, or eat it in the dark, and the honeymoon wife will be unable to comb her hair in the brilliancy of the electric light. Nearly all Toronto's bread is made

PLANE TO HOP OFF FOR LISBON TODAY

Expected to Attempt Entire Flight to Portugal, With Stop at Ponta Del Gada.

Washington, May 19.—Rear-Admiral Jackson at Ponta Del Gada, Azores, cabled the navy department tonight that the American naval airplane, NC 4, in command of Lieut-Commander A. C. Read, would leave Ponta Del Gada tomorrow at seven o'clock, Greenwich time (3 a.m. Washington time), if weather conditions permit. A stop will be made at Ponta Del Gada, the message said. The early hour set for the start of the flight to Ponta Del Gada was interpreted by naval officials here to mean that Commander Read would attempt tomorrow to make the entire trip of more than 925 nautical miles to Lisbon, Portugal, the real end of the transatlantic flight. The stop at Ponta Del Gada was thought to be planned for the purpose of obtaining supplies.

After weathering a 60-mile gale and heavy seas, the missing seaplane NC-3, flagship of the American naval transatlantic flight squadron, entered Ponta Del Gada harbor today under her own power nearly 60 hours from the time she was forced down by fog when almost in sight of the Azores on the record-breaking flight from Newfoundland for Lisbon and Plymouth, England.
Searching battleships and destroyers were scouring the seas and naval officials had all but abandoned hope for the safety of the flying ship and her crew of five when warships at Ponta Del Gada saw the plane taxiing across the water, headed for the flight objective in the Azores. Rear Admiral Jackson immediately despatched the tidings to the navy department by cable.

HON. GIDEON ROBERTSON
Minister of labor, who with the minister of the interior, is on his way to Winnipeg.

Chippawa and Welland Canal Operatives Present Ultimatum Which, if Not Acceded to, Will Affect One Hundred and Thirty Municipalities.

That Toronto and 129 other municipalities might be without either light or power after Thursday night as the result of a strike of 5,000 employees at the Chippawa Canal and Welland Canal power plants, was the startling information received yesterday afternoon from Niagara.
The men at a large meeting held at Niagara-on-the-Lake on Saturday night decided to walk out unless the Hydro-Electric Commission and the Electrical Development Company acceded to their demands for an 8-hour day and recognition of trades unionism. Respecting the probable strike on the Hydro development scheme, the commission received a notice in the form of a telegram from the Niagara District Federation notifying the commission that in view of the fact that the commission had not granted any concessions to their demands the federation have decided to empower their executive to deliver an ultimatum immediately that unless a satisfactory conclusion is arrived at by the commission, a suspension of all work on the power plants at Niagara Falls will take place at a date to be set by the executive.

Will Suspend Work.

At a meeting of the commission held yesterday it was decided that should the various trades working on the power plants at Niagara Falls decide to suspend work the commission will notify the 150 municipalities in the Niagara district who have contracts with the commission to send representatives to the city of Toronto with a view to conferring and advising with the commission as to the course to pursue.
The engineers of the commission have advised that if the demands of the various trades are acceded to it will increase the cost of the Chippawa development alone at least \$5,000,000 or \$6,000,000, and would also seriously delay the completion of work beyond 1921, when the franchise rights of the Toronto Street Railway Company will expire, and the city of Toronto will take over the company's system.
Eight-Hour Basis.
It was learned on excellent authority yesterday that the Hydro-Electric Commission operates on an 8-hour basis on every piece of work except the Chippawa Canal development scheme, which was primarily considered as a means of giving work to thousands of men suddenly faced with an acute situation some time ago. It was pointed out that the scheme had to be consummated by 1921 if Toronto was to be enabled to take over the Toronto Street Railway in 1921. So much for the Hydro-Electric system. Conditions are alleged to be different at the works of the Electrical Development Company, which works through on a 10-hour basis.
One prominent Torontonian, touching upon the situation, expressed the opinion that the workers in fighting the Hydro-Electric Power Commission and forcing upon it additional overhead charges, amounting to \$5,000,000, would succeed only in preventing its sense of competition against private interests and thus crippling one of the foremost public utilities of Canada. In other words, he said, the workers would be their nose to save their face. They would succeed in gaining a mediocre demand by sacrificing a principle in perpetuity.
Would Be Impossible.
"It just happens that an 8-hour basis upon this development work on the Chippawa Canal would be impossible if the work is to be completed by 1921," said this man. "It would be impossible to put more men on the job, thru lack of space."
Another man pointed out that three shifts of eight hours each might help to solve the problem.

The Big Air Ship is at Hand.

At the best, the airplane only points the way. The new instrument of world-wide, speedy travel is to be an airship of size and stability, that will have men and engines in numbers sufficient to relieve one another and carry on continuously in shifts till the journey be accomplished. And it is this airship that the finest engineers are working at now, with every hope of success. A plane that will carry twenty men, spare engines, stores of gasoline, is, in fact, built in more than one shop now, and will be ready to go forth any day to cross the sea with passengers and express. These engineers and air navigators have left behind the little fighting plane that did such great things in the war. They are after the business of the express passenger trains, the express steamships of the ocean, and they will, we hope, have overhauled them any day. They are exploiting a greater field. But the Wrights, and the Hawkers, and the aces of the war, will live as the torchbearers of greater feats, if not exemplars of greater courage in individuals.