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TUESDAY MORNING MAY 27 1919

VOL. XXXIX.—No. 14,076 TWO CENTS

TORONTO UNIONS VOTE TO BEGIN MASS STRIKE

Little Change Seen in the Winnipeg Strike Situation—Both Sides Stand Firm

DEADLOCK IS MAINTAINED FIFTY THOUSAND UNION WORKMEN STRIKERS STILL STAND OUT DECIDE TO THROW DOWN TOOLS

Citizens Reject Strikers' Plan of Collective Bargaining While Government Proceeds to Fill Places of Employees Who Refuse to Go Back to Work.

Winnipeg, May 26.—The Winnipeg City Council tonight, despite vigorous opposition from the labor members, voted 5 to 3 to reorganize the municipal fire department along lines that will forbid the firemen to join other union forces in a sympathetic strike.

Winnipeg, Man., May 26.—The Winnipeg City Council met tonight to consider approval of the stand taken by Mayor Chas. F. Gray, that no city employee who had joined general strike should be re-employed, unless the employee signs a written agreement not to walk out in the future. The question of providing protection for street cars, should they be operated tomorrow by non-union men, will also be discussed. Car service was suspended when the strike of 30,000 union employees began May 15.

The large majority of striking postal clerks and telephone operators today refused to return, although warned by representatives of the federal government that failure to return at noon today meant automatic dismissal from federal service.

Union leaders today made no move toward securing industrial peace. Announcement that general sympathetic walk-outs had taken place today at Edmonton and Calgary, and that unions at Saskatoon and Regina were considering similar action, brought

But Little News Heard at Ottawa

Government Says Telephone Service Is Almost Normal—Business Activities Re-establishing.

Ottawa, May 26.—In the house this afternoon Hon. Charles Murphy asked in view of the serious situation in western Canada in regard to the strike at Winnipeg, and threatened strikes at Calgary, Edmonton and other places, the government had any information to give to the house.

Hon. A. K. Maclean replied that there was nothing substantially new to state to the house in connection with the Winnipeg strike, excepting that the telephone service was almost normal and business activities were being gradually re-established. There was no additional information as to the possibility of a strike in Calgary and other western cities.

Mr. Mackie asked what steps had been taken in regard to the situation in Edmonton and Calgary. He was, he said, in receipt of a communication that a sympathetic strike had been declared and there was likely to be danger to property and persons.

Mr. Maclean replied that no official information had been received by the government or by the department of labor. Until some information was received the government could not very well express an opinion about it.

Mr. Richardson asked whether the postal employees in Winnipeg returned to work at 11 o'clock this morning as they had been notified to do.

Mr. Maclean replied that the department had received no information from Winnipeg today respecting the postal employees. The last word received was that they were likely to return but there had been no confirmation.

Numbers Affected by Strike

The trades unions voting on the strike last night were constituted in regard to strength somewhat as follows:

For Striking	2,000
Amalgamated Garment Workers	1,600
Brotherhood of Carpenters	1,800
Amalgamated Carpenters	500
Chic Employees	1,800
Postal Trades	5,000
International Carmen for Canadian Federation of Labor	500
St. Paul	300
St. Paul	700

So far as could be learned last night, no union had actually declined to take a strike vote, but the letter carriers, who previously had voted to vote against the strike, decided at the eleventh hour not to vote at all.

The Street Railwaymen, numbering 2,300, who had instructed their delegates to vote for a strike, decided during the ballot to defer voting and a motion until they received more definite instructions from a mass meeting of their union.

The number of men belonging to recognized unions affected by the strike is about 21,000, but the total, if those belonging to non-recognized unions were included, would be well above 30,000.

Failure of Attempted Compromise Between Metal Workers and Employers Precipitates Sympathetic Strike in Nineteen Trades.

Toronto is in the throes of a general strike. The Trades Union Council by an overwhelming majority decided early this morning to call every man doing work in Toronto to "down tools" and go out on strike.

Forty-four unions voted for the general strike and only a few small unimportant unions against. Twenty-seven unions did not cast a vote.

At a late hour last night the delegates were considering the advisability of giving the employers thirty-six hours' notice to strike. Should this be passed there will be some breathing space for negotiations.

The deciding factor in the men's leaders coming to this conclusion was undoubtedly the failure of the Metal Trades Union to come to an understanding yesterday. A deadlock was reached and this was reported to the general meeting of the delegates last night and undoubtedly affected the result.

From inquiries made by The World it has transpired that the authorities who will be responsible for law and order in the city have been looking ahead ever since a general strike was threatened. With the example of Winnipeg before them, they have adopted means whereby the safety of non-strikers will be secured and public utilities safeguarded.

EXPECT TO START FOR LISBON TODAY

Ponta Del Gada, May 26.—The motors of the American seaplane, NC-4, were tuned up this afternoon and the plane, under command of Lieut.-Commander Hobart, will probably start for Lisbon at daybreak tomorrow.

The weather experts predict favorable weather, with westerly winds at the flying altitude of between 20 and 30 miles an hour at the coast of Portugal.

Cloudy weather, it is announced, will be encountered midway in the course.

AVIATORS ACCLAIMED ON SCOTTISH SOIL

Reception Tendered to Hawker and Grievance on Their Landing at Thurso.

Thurso, Scotland, May 26.—Harry G. Hawker and Lieut. Commander MacKenzie Grievance warmly received today when they landed from a torpedo boat destroyer at the Scrabster pier, two miles from Thurso town. The senior naval officer and the parish councillors welcomed the rescued aviators officially.

"In the name of the people of Thurso," said Provost Mackay, "I offer you a welcome not only to Thurso but to the shores of Great Britain. Your countrymen greet you warmly and proudly as heroic pioneers and sportsmen.

"It was at this landing stage that Lord Kitchener said farewell to the land he loved, and now we shall also know it and mark it as a place of wonderful welcome to two brave sons of the empire."

Hawker, replying, merely said: "I thank you for your kind greeting."

An official luncheon followed the reception.

WARNS SOLDIERS ABOUT THE UNREST

Hon. A. L. Sifton Declares "Settled Government" is Canada's Greatest Need.

Ottawa, May 26.—Some interesting references to existing political and labor conditions in Canada were made by Hon. A. L. Sifton, minister of customs, who returned to Canada with Sir Robert Borden, at a soldiers' entertainment on board the Aquitania on Friday evening, May 25. The minister told the audience, which included several thousand returning soldiers that the fate of any particular government or individuals at the present time, does not matter, but that it is essential that Canada should have "a settled government, able and willing to administer the affairs of the country."

Mr. Sifton's remarks to the soldiers, in part, were as follows:

"I am not going to speak to you in regard to the war, because among other reasons you know more about it than I do. But I would like to say a few words—even if the occasion is not perhaps the proper one, it will be my only opportunity before you land—in regard to the country to which you are going. Practically in all the countries that have been engaged in the war there is a great feeling of unrest. In Canada, as well as in other countries, this feeling is strong. In the cities, particularly at Toronto, Winnipeg, Calgary and Vancouver, it is very noticeable. When this ship sailed last Monday morning, we had news that in the city of Winnipeg 35,000 people had quit work in that great city of 200,000 or 300,000 people. I have no intention of discussing the merits of this question. It is possible that every other legitimate means of redressing grievances had been tried. It is also possible that a few men on one side or the other are endeavoring to use the rest of the population for their own selfish advantage. It is, of course, possible that a few men, absolutely regardless as to results, are desirous of subverting all law and order.

Need Settled Government.

"If there is one thing more than another that has been brought home to the people of Canada, as well as to other countries, by the war it is the necessity of first considering essential matters. It is not essential that the present government of Canada should remain in office. But it is essential that there should be a government—a settled government—able and willing to properly administer the laws of the country in regard to life and property upon principles of absolute justice and equality. There is not a possibility of Canada succeeding in developing its great natural resources unless it should accept under settled principles and proper administration of law and order. It is essential that when you get home you realize your own responsibility with these matters and endeavor to influence your friends along the same line so that we may have a peaceful Canada, continuing to occupy the proud position among nations for which her sons and daughters have so gallantly struggled."

Thirty-Six Hours' Notice

According to the statement of the press committee of the affiliated labor unions given at 2.40 a.m., a council of 15 has been appointed whose personnel they refuse to disclose, which has full plenary powers to call upon all or any organization to walk out on Wednesday at 10 a.m. This strike committee will meet at the Labor Temple tonight at 8 p.m.

It was stated officially that, contrary to previous reports, every delegate had voted and that 95 per cent. were in favor of a general strike.

President Arthur O'Leary, questioned by The World, said, "I am dumb as the proverbial clam."

May Call Others

Possibly 50,000 employees in Toronto will be affected by the general strike if it takes effect, which so far as can be seen will be unavoidable, and the entire city may be thoroughly tied up a week hence. It is understood that the strike committee has been empowered to call out any union it deems fitting to the needs of the moment, and in this case it is believed that every effort will be made to include the street railwaymen.

Letter Carriers Against.

Two distinct features were noted at the convention. The letter carriers had been instructed to vote against the strike movement, but at the eleventh hour they apparently decided to keep out of the fray altogether. This was not officially given out, but was strongly rumored. The street railwaymen at a recent mass meeting had decided to champion the cause of the general strike at all events, even that of the eight-hour day and 44-hour week. But last night they apparently decided that the venture was too serious to give an out and out vote to their own body. It was noteworthy that at least one of the delegates to the convention from this union was against the One Big Union, although strong for the eight-hour day. The other two were doubtless influenced by this delegate and the matter will be thrashed out again at another mass meeting. The letter carriers, according to well-founded rumor, are likely to go out in short order, the men generally having been influenced by the alleged tactless move on the part of Arthur Meighen at Winnipeg, in threatening the postoffice men with dismissal.

Urged Time Extension

Arthur O'Leary, president of the Trades and Labor Council, was chairman of the meeting until, following the strike vote, he urged the extension of time for the ultimatum to the manufacturers to ten days. According to information received at the hall (St. George's), Mr. O'Leary was removed from the chair, and a more radical man elected in his place. The decision to give the employers only 36 hours was then passed unanimously.

That the vote was overwhelming was shown in the figures, given semi-officially that 12,000 out of a total of 13,000 voted for the general strike against a negative vote of not more than 1,000, composed mostly of small unions. The convention was generally representative of the entire union labor movement in the city, but the opinion was expressed that those who voted against the strike would be malcontented into the vortex of the whirlpool, and that a large body of unorganized workers would join the union. The vote was undoubtedly influenced by what is known as the unaffiliated bodies of the international movement, the Amalgamated Garment Workers, the Trunk and Pacific Railway, and the smoke-laden atmosphere of the outer hall, and among those present

TORONTO MAN IS DROWNING VICTIM

Hamilton Bay Claims H. L. Flehran and Ray Hart of Simcoe Street.

Hamilton, May 26.—A canoe containing two men, Hugh Lee Flehran and Ray Hart, 21 years of age, of 178 Simcoe street, Toronto, capsized in the bay tonight, and both occupants were drowned. The tragedy was witnessed by E. A. Tauney, 716 King street, from the Victoria Rowing Club. He at once raised an alarm, and motor boats quickly rushed to try and affect a rescue. They, however, arrived too late, but after dragging for some half-hour both bodies were recovered and brought to shore. A pulmotor was applied for a long time, but without effect. An inquest will likely be held.

HAWKER TELLS STORY OF FLIGHT

When Motor Was Giving Out, Flew Diagonally Across the Steamship Line.

London, May 26.—The Daily Mail today prints a dispatch from Thurso, Scotland, giving the simple narrative of Harry G. Hawker, the British aviator, regarding the unsuccessful attempt to fly across the Atlantic, made by himself and Lieut.-Commander MacKenzie Grievance.

"Once we got away," said Hawker, "we climbed well, but about ten minutes up we passed from firm, clear weather into Newfoundland fog banks. We got well over these, however, and of course at once lost sight of the sea. The sky was quite clear for the first four hours, when the visibility became very bad. Heavy cloud banks were encountered, and eventually we flew into a heavy storm with rain squalls. At this time we were flying well above the clouds at a height of about 15,000 feet.

"About five and one-half hours out, owing to the choking of the filter, the temperature of the water cooling our engines started to rise, but after coming down several thousand feet we overcame this difficulty. Everything went well for another few hours, when once again the circulation system became choked and the temperature of the water rose to the boiling point.

"We, of course, realized that while the pipe was clogged we could not rise much higher without using a lot of motor power. When we were about twelve and one half hours on our way, the circulation system was still giving us trouble, and we realized that we could not go on using our motor power.

"Then it was that we reached the first fateful decision to play for safety. We changed our course and began flying diagonally across the main shipping route for about two and a half hours, when, to our great relief we sighted a Danish steamer, which proved to be the tramp Mary. We went up out very light distress signals, and then we flew on about two miles and landed in the water ahead of the steamer."

Picked Up At Last.

"The sea was exceedingly rough, and despite the utmost efforts of the Danish crew it was ninety minutes before they succeeded in taking us on board. It was only at great risk to themselves, in fact, that they eventually succeeded in launching a small boat, owing to the heavy sea from the northeast which was raging.

"It was found impossible to save the machine, which, however, most probably is still afloat somewhere in mid-Atlantic.

"Although before being picked up we had been fourteen and a half hours out from Newfoundland, and we were picked up at 5.30 a.m. Greenwich time.

G.W.V.A. CALLS FOR TURLEY TO RESIGN

Central Branch Much Concerned Over Calgary Gratuity Question.

Central branch of the G.W.V.A. at their regular meeting in Columbus Hall last night called for the absolute resignation of Provincial Secretary W. G. Turley for his stand on the Calgary \$2,000 gratuity question.

The first resolution as moved by Comrade Scott, called only for a vote of censure to Secretary Turley, but an amendment was put by Comrade H. Brooks to call for the resignation, which passed, despite the opposition of some members, who wanted the matter laid over till the next meeting, when the provincial secretary could be made to his face.

The branch voted to allow membership to any enlisted volunteers, irrespective of where their service may have been provided that they could convince the branch which they intended to join, that their failure to get into an actual theatre of war was through no fault of their own. The resolution was carried unanimously, and the resolution to defer the matter was defeated.

Vancouver Delegates.

President C. E. Wilson was elected to represent the branch at the Dominion convention of the G. W. V. A. which is to be held at Vancouver in the near future. The other comrades who were nominated but who withdrew to make the election of the president Wilson, were Comrades Conroy, Everingham, Brockbank and Pearson.

On account of the lack of a seconder the following motion by Comrade Scott failed to come before the meeting. The resolution asks that men returning to civilian life in the cities be aided by grants of money, as had the returned farmers.

The war memorial committee reported that it had chosen a free public hospital as the most suitable reminder to be used primarily for returned soldiers and their dependents.

A REAL NATIONAL BANK

Coming in Toronto to Serve the State, the Province and the Municipalities.

Said a Toronto man of good repute yesterday: "If Montreal financial institutions and public service corporations continue to plot against public ownership of railways and power distribution in Ontario, and threaten municipal securities, you will see a consolidation of two, perhaps of three, big Toronto banks, to the end of creating the greatest bank in Canada to meet the situation. This big new bank will be in close touch with the Ottawa government, the Ontario government, and the municipalities of Ontario and the west. Preliminary negotiations are under way. The capital will start at one hundred millions."

MINISTERIAL CRISIS ON TARIFF QUESTION

Sir Robert Borden Returns to Find Liberal Unionists in Cabinet Inclined to Bolt—"Treachery" Story Run to Earth.

Ottawa, May 26.—Sir Robert Borden upon his return to the capital faces a ministerial crisis. It is an open secret that the budget speech prepared by Sir Robert last week ago is unsatisfactory to at least two members of the cabinet. Its delivery by common consent was postponed until the return of the prime minister, and the greater part of today has been spent in conference between various members of the government.

While the contents are not sufficient to meet the views of Hon. T. A. Crerar, minister of agriculture, and Hon. Frank B. Carvell, minister of public works, they are said to have notified the premier that they will have to give up their portfolios unless further concessions are made to the low tariff demands of the west.

Sir Thomas White's Position.

Sir Robert is naturally anxious to bring about harmony among the members of his official family. Sir Thomas White is anxious in every way to meet the wishes of the prime minister. He will no doubt make some minor concessions for the sake of harmony, but there is a point beyond which he will not go. On the other hand, it is likely that the two ministers above named have in their minds an irreducible minimum. All would like to see some satisfactory compromise arrived at and the personal relations between the premier and his colleagues are of the most cordial nature. When the house rose for dinner at 6 o'clock it was observed that Sir Robert and Mr. Crerar left the parliament together.

The budget speech may possibly be delayed at the request of the prime minister, who considers that a cabinet crisis would be most unfortunate at this time, in view of the prevailing unrest and the labor conditions throughout the country. However, the crisis must sooner or later come to a head and should that time come, it is possible that not only Mr. Crerar and Mr. Carvell will leave the cabinet, but also Hon. A. K. Maclean. This would reduce the Liberal representation in the Union government to the vanishing point, and would force a general cabinet reconstruction or an appeal to the country. A cabinet reconstruction is extremely difficult, because it would involve a number of by-elections at a time when no one can predict what might happen.

"Hydrophobia" Breaking Out.

It can be stated with unqualified confidence that the relations between Sir Robert Borden and Sir Thomas White are of the most friendly and cordial character. The insinuation that Sir Thomas has been disloyal to his chief is resented by all fair-minded people acquainted with the history of the Borden government since 1911. The statement made in The World that the attack on Sir Thomas White was an attack upon public ownership and designed to head off the national union of the Grand Trunk and Grand Trunk Pacific Railway systems is generally concurred in at the capital. If Sir Thomas consulted his own personal convenience he would leave the cabinet, but he does not propose in any way to embarrass the prime minister, nor does he intend to allow himself to be bound up out of public life by corporate interests and newspapers with a "hydrophobia" against public ownership.

No one can tell what the next day or two may bring forth. The probabilities point to the retirement of at least two cabinet ministers and to a number of Liberal Unionist members of his house going to the cross benches. Every effort will be made to patch up the differences that have been in the cabinet and to carry on for a time at least. That success will crown these efforts is generally doubted.

ATHOLSTAN THE TRAITOR

It is felt by every one here that Sir Robert Borden will not allow the devotion of some of his ministers, many of his followers in the house, most of all his supporters in Ontario, who believe in public ownership of railways and hydro-electric energy, to be branded as traitors to the premier, self-seekers, and marplots of a policy of national service and sacrifice in the war.

He will and he must repudiate the base attacks of Lord Atholstan and The Montreal Star and those associates with him and his paper, designed to maintain an unjust corporation ascendancy over the government and people of Canada, in the interest of privilege in connection with public services. And especially when it is known that the great bulk of the support of Unionist government and public rights, and the winning of the war came from Ontario and the west; and that Montreal and its sympathizers would wrack these things if they once could get their hands on them.

Lord Atholstan is the traitor and he will be told so. The greatest plotter and public enemy Canada ever had forced his way into the house of lords, which he has not dared to enter, by his devoted service to the Conservative party. He is the career of the greatest enemy to honest government known to Canadian history. Bismarck the Indiant was not in it with him. And some day the people of French Canada will see that that career is told in all its unwholesome use of money, of bedeviling public men and newspapers to an unworthy end.

TORONTO AT CANADIAN PACIFIC BOARD

Who will be the successor of the late W. D. Matthews on the board of the Canadian Pacific? That gentleman was selected mainly as a representative of Toronto and Ontario, and a big share of the revenues of the road originates among names mentioned are H. H. Williams, the real estate expert, and J. J. Warren, president of the Trusts and Guarantee Company. Both of these men have been intimately associated with the big railway for a long time.

Returning Soldiers.

Troops from the Aquitania and Bohemian are arriving today—at what time could not be said by the military authorities until 3 a.m. For information phone Parkdale 1480 and 1485.

The vicinity of St. George's Hall was the scene of considerable interest. Many labor men of all calibers were waiting at the listening-post to gather the crumbs which fell from the table of the rich raconteur. Rumors of all shades and shapes floated across the smoke-laden atmosphere of the outer hall, and among those present