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PROBS: Fresh northwest winds; mostly fair; becoming a little milder.

The Toronto World

SATURDAY MORNING APRIL 26 1919

VOL. XXXIX.—No. 14,045 TWO CENTS

PRIME DEADLOCK WAITS ACTION OF ITALY'S PARLIAMENT

Hearst and Proudfoot Agree to Prolong Life of Present Ontario Parliament

PREMIER HEARST EMPOWERS TORONTO TO BEGIN HOUSING

Representative Bodies Assured of Legislature's Sanction to Scheme.

READY TO COMMENCE

Sir James Woods Represents Ability of City to Carry On.

Premier Hearst will gladly let the latch-string hang out for the Toronto Housing Commission to take immediate advantage of the local scheme to cope with the shortage of houses. Toronto representative bodies interested in the housing problem did not find the provincial housing act entirely suited to local conditions and requirements, and some representations were made on the subject while the legislature was sitting. But Premier Hearst felt he had to square his legislation with the conditions upon which the Dominion government volunteered to advance the money. Toronto and Premier Hearst could not get together while the session was on.

Yesterday a deputation representing the Toronto Housing Commission, the council of the corporation, G. W. V. A. and the Trades and Labor Council reopened the matter with the premier. A working understanding was come to without difficulty, under which Toronto goes ahead on its own account for the present, financing its own scheme, the government promising to validate the undertaking at the next session of the legislature.

Mayor Church and Commissioner Bradshaw explained the local conditions, and made the proposal that the government stand behind what Toronto will do.

Premier Hearst: You want power to run the Toronto scheme independently of the housing act?

Controllers McBride and Maguire, as well as Comrade J. V. Conroy, G. W. V. A., pressed the necessity for giving such a privilege to Toronto.

Sir James W. Woods represented the ability of the city to carry on immediately.

Premier Hearst showed as much familiarity with the whole case as any member of the deputation. He realized the necessity for immediate action.

"The government will assist the passage thru the legislature of an act that will give you the power to go ahead with your own scheme," was the promise he made the deputation. He added that the government was quite satisfied with the personnel of the Toronto Housing Commission.

WILL STRIKE IN BUENOS AIRES.

Buenos Aires, April 25.—A general strike of twenty-four hours has been declared for May 1. The movement will embrace the street cars, all trades, and, in fact, every business. The general labor unrest is increasing with the approach of May 1.

BRITISH AND FOREIGN MAILS.

British and foreign mails via England will close at the general post-office as follows:
Regular ordinary mail, at 6:00 p.m., Monday, April 28.
Supplementary mail, at 6:00 p.m., Tuesday, April 29.
Registered mail, at 5:00 p.m., Monday, April 28.
Parcel post mail, at 4:00 p.m., Monday, April 28.

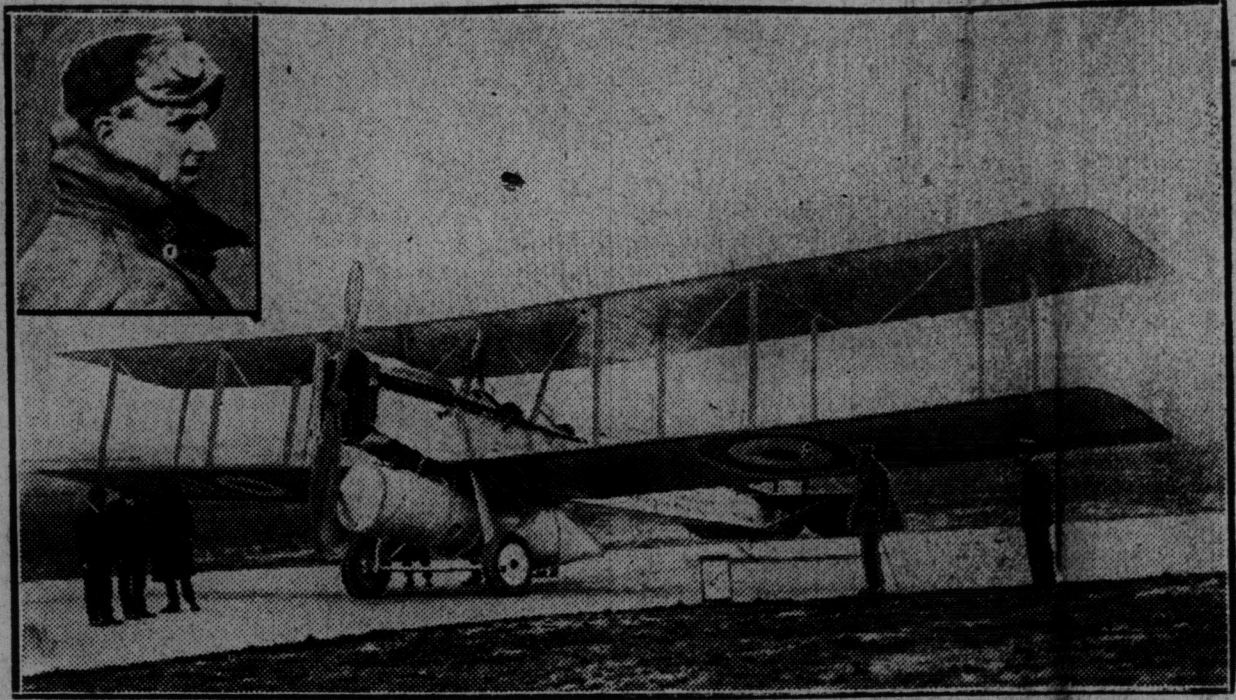
THE SITUATION IN EUROPE

The Associated Press issues the following:

"Altho Vittorio Orlando, the Italian premier, has withdrawn temporarily from the peace conference and returned to Italy to confer with the Italian parliament, he still is in communication with conference circles. In Paris, the French premier, M. Clemenceau, was in receipt of a message from the Italian statesman Friday morning, but no hint as to its contents has been divulged. Signor Orlando despatched the message while on his way to Rome. Baron Sonnino, the Italian foreign minister, will leave the French capital for Rome Saturday, according to announcement.

The departure of Premier Orlando is defined in conference circles as a rupture, but as a suspension of Italian collaboration in the actual peace conference. In some quarters the expectation has been forward that Signor Orlando will return to Paris in time for the delivery of the peace terms to the German plenipotentiaries at Versailles about May 1 or 2. It is expected that the Italian delegates remaining in Paris will continue to collaborate on such inter-allied commissions as the economic council and the armistice commission and commissions of like character.

The American delegates, while expressing regret over the controversy with the Italians, seem confident that a settlement will be arrived at on the questions in dispute after a conference of Premier Orlando with the Italian plenipotentiaries at Italian headquarters in Paris.



ONLY PLANE AND AIRMEN TO TRY ATLANTIC FLIGHT FROM EAST TO WEST. First photo to reach this country showing the Short Brothers Co. airplane and its flyer, Major J. C. P. Wood, R.A.F., the only machine and aviator to try the transatlantic flight from east to west. The upper photo shows the Short airplane in which Major Wood and his navigator, Capt. Wylie, started on their flight from Eastchurch. The machine, owing to trouble, plunged into the sea off Holyhead, and with flyers was towed to land. The aviators will continue their flight. Inset photo shows Major Wood, in flying costume.

UNIONISTS DEFEND PUBLIC OWNERSHIP

Sir Thos. White Declares Government Will Stand or Fall by National Railway Policy—Jacques Bureau Charges Town Sites Along New Lines Are Held by Mackenzie and Mann.

Ottawa, April 25.—The debate on the bill to incorporate the Canadian National Railway Company flared up vigorously in the house this evening when the heavy batteries on both sides of the house came into action and the remarks of the speakers were characterized by considerable vigor and feeling.

In the evening Sir Thomas White vigorously criticized the opposition and accused members to the left of the Speaker of being enemies of public ownership of railways.

Criticism of the bill which aroused the ire of the acting prime minister was directed to clause 29, providing for the extension in the time for the construction of projected C.N.R. lines. The opposition argued that these 44 charters should be allowed to expire, and Mr. Lemieux expressed the fear that the government would enter into a carnival of road building.

Sir Thomas White in reply to the acting prime minister said he had never championed private against public interests. He described the policy of the government as a dangerous one which might land the country in a gulf from which it would not emerge.

Hon. N. W. Rowell maintained that Mr. Lemieux's arguments were against public ownership, and declared that it was the duty of the government to complete a system which could compete successfully with the C.P.R.

Would Not Have C. N. R.
Speaking again at a late hour, Mr.

Returning Soldiers

Men from the steamer Cora-san, with their dependents, will arrive at the Union Station at some late hour this afternoon. There will be 40 for this district, and while the exact hour of their arrival is not yet known, it can be ascertained by getting into communication with the Information Bureau, Exhibition Camp.

Hospital cases, numbering 250, from the steamer Araguay, will also arrive in the city at the North Toronto Station late this afternoon.

Lists will be found on page 11.

FIRST OF GERMANS REACH VERSAILLES IN TWO GROUPS

Arrival So Quietly Arranged That Scarcely Anyone Was Aware of It.

MAKE ARRANGEMENTS

Main Delegation Not Expected Before May 1, Tho Date Not Fixed.

Paris, April 25.—The first of the Germans who are to participate in the Versailles congress, arrived in Versailles today, in two parties. The first group, consisting of three official couriers, arrived early in the day, and the second, headed by Herr Lersner, came later. They were escorted to the Hotel des Reservoirs.

The Germans were met at the station by Col. Henry of the ministry of war commissary, and M. Oudaille of the ministry of the interior, who were delegated by the foreign office to take charge of the German representatives.

The augmentation in numbers of the delegation above those anticipated under the necessary to seek for additional quarters.

The arrival of the German parties was so quietly arranged that scarcely any one was aware of it.

The large dining-room in the main wing of Hotel des Reservoirs has been reserved for the Germans. The sumptuousness of the glass-enclosed banquet hall, remains accessible to the general public. This dining-room was filled at noon today with persons at the preliminary arrangements for the arrival of the main German delegation.

This probably will be May 1, altho the date has not been finally determined. The German delegation will be allowed to use code in communicating with Germany and will have direct telephonic and telegraphic connections.

The Germans will also be allowed to use couriers, who will enjoy full diplomatic immunity.

GERMANY IS WATCHING ITALIAN CRISIS

Berlin, April 25.—The German newspapers are attentively following the Italian crisis in Paris. Of the situation, the Vossische Zeitung says: "It is Great Britain's aim to isolate Europe and split up its forces."

The Tagblatt says: "It is not Italian egotism alone that is to blame for the conflict, but the egoistic spirit which inspires all the peace-makers."

The Vorwaerts, the socialist organ, sides with President Wilson in the controversy.

AVIATORS ANXIOUS LEST RIVALS WIN THE FIRST HONORS

Possibility That Neither Hawker Nor Raynham Will Wait for Ideal Weather.

SIGNIFICANT WORDS

Navigator Says if Police Want Him They May Chase Him Thru Skies.

St. John's, Nfld., April 25.—Still held to their hangars by fog blown in-shore from icefields, by easterly gales, Harry G. Hawker, Australian, and Captain Frederick P. Raynham, his British rival, today showed signs of anxiety lest a giant Handley-Page soon to be shipped here from England, or American naval planes wrest from them the honor to be first to fly across the Atlantic. Besides being shrouded in fog, this harbor is almost closed by a large iceberg stranded in its narrow mouth. Both aviators, who have been waiting day after day for signs of clearing, are examining ever more impatiently, weather reports received by wireless from mid-ocean.

The possibility that, pressed by competitors, neither will wait for "ideal" weather was indicated today by a remark made by Major C. W. Morgan, Raynham's navigator, on receiving a summons to appear in court next Tuesday to answer to a charge of driving an automobile without a license.

If the weather should clear, St. John's police will have to chase me thru the skies," he said. "We'll get away if we have half a chance."

Even more closely than weather reports, the rival teams are scrutinizing reports of progress made by their competitors.

Today they received word that the United States navy department had selected as its jumping-off place, a site on the shores of Colinet Harbor in St. John's Bay, located in the southeast coast of Newfoundland, near Cape Race. They seemed to consider this report more probable than one received last week that Black Bay, located being picked by the Americans, for while the latter is fairly open to the sea, Colinet Harbor is completely landlocked.

But Hawker and Raynham are no concerned about the plans of Major Brackley, who will pilot the Handley-Page plane and whose airplane at Black Bay was completed today. While no announcement has been made that the American machines will compete for the \$50,000 transatlantic prize offered by The London Daily Mail, the Handley-Page has entered the race and thus threatens to take from Hawker and Raynham, not only fame, but also a considerable sum of money.

In either case, if they are held here by inclement weather, the two "early birds," who have thrown aside caution, and are preparing the planes for the "big hop" will find both the Handley-Page and American planes better prepared to combat adverse conditions, as the latter arrivals will be more fully equipped.

DID NOT SEND MESSAGE.

Air Ministry Did Not Ask Why Birdmen Had Failed to Start.

London, April 25.—In a statement issued regarding the reported extraordinary divergence of views between England and Newfoundland regarding weather conditions on the Atlantic, the air ministry points out that its forecasts are framed from a conjunction of reports of meteorological stations in the United States, Canada, Newfoundland, the Azores, and the continent, and of ships on the Atlantic route and at home stations.

Weather reports sent by newspaper correspondents in Newfoundland are unofficial and have not been in conformity with the information received by the air ministry. Its weather bulletin gives conditions for the whole route, and it may happen that if unfavorable local conditions can be overcome, the whole flight may be successfully accomplished. Ideal conditions throughout the whole route, including both starting and landing points, are not considered likely to occur frequently.

Regarding the St. John's message that consternation was caused in the air ministry's camp on Wednesday, as a result of a message from the air ministry, asking the reasons for the failure to start on the Atlantic flight, it must be stated emphatically that no such message was sent by the air ministry meteorological staff.

The air ministry is preparing forecasts for their province to say the machines should start. This is entirely for the navigators to decide.

ON SALE TODAY.

The D'neen Company have on sale today extra-durable values in men's high-class sport felt hats in the latest styles of spring-colors green, gray, brown and black—at \$3.75 each. Black stuff hats \$6.00 to \$6.50, also a great bargain in men's spring overcoats and raincoats. If you want any of these bargains come through the day. D'neen's store closes at 6 o'clock.

ORLANDO'S COLLEAGUE WILL LEAVE TODAY RETURN EXPECTED

EFFECT ON GERMANY OF THE BLOCKADE

Official Statement Says Nearly a Million Died and Birth Rate Fell Off Four Million.

Berlin, April 25.—The imperial health ministry has issued a memorandum on the results of the blockade. It says from 1915 to 1918, as a result of under-nourishment, 763,000 persons died in Germany, and a further 150,000 died from influenza, owing to the loss of their power of resistance.

The fall in the number of births during the war exceeded 4,000,000 for the empire, and over 2,500,000 for Prussia. The memorandum calculates at 56,500,000,000 marks, the damage inflicted by the hunger blockade, in which it includes such curious items as unborn people and the loss of wages due to reduced working capacity.

KEEP THE BAN ON RACE TRACKS

Official Word by Sir Thomas White—Not Lifting Order-in-Council.

Ottawa, April 25.—The question of race track betting arose immediately the house opened. Mr. Frupp asked, "Is it the intention of the government to repeal the order-in-council dated June 7, 1917, which prohibits the period of the war and for six months thereafter, betting, pool selling and bookmaking upon race courses, in order that the spring meets may take place under the conditions prevailing before the war?"

Sir Thomas White: "It is not the intention of the government to repeal the order-in-council referred to."

Would Remedy.
Sir Thomas White: "It has been drawn to the attention of the government that horse racing has been extended beyond the limits in contemplation by parliament when legislation respecting the subject was enacted in 1912, and that conditions connected with betting upon race courses in certain sections of Canada have been such as to cause grave public offence to the communities concerned. With a view to remedying these conditions, and dealing generally with the question of betting at race meetings, in Canada, the government intends before the next session of parliament to make an inquiry with a view to the enactment of such legislation as may be deemed advisable in the public interest."

GERMAN SLOW MINE DAMAGES RAILWAY

Amiens, April 25.—A slow mine left by the Germans exploded today on the railroad between Marquion and Achiet. The explosion cut the main line of the road running between Paris and Belgium for a distance of 100 yards. Nobody was hurt by the explosion.

PROUDFOOT AND PREMIER AGREE ON ANOTHER SESSION

Legislature to Extend Offices Over Readjustment Period—O. T. A. Disclosures Make Temperance Advocates Fearful of Present Act and Referendum Possibilities.

Political capital has materialized out of the O. T. A. disclosures, and the government is afraid of its growth. This was learned from a reliable source yesterday at the parliament buildings. At the same time it transpired that a new agreement has been arrived at between Premier Hearst and Mr. Proudfoot. The basis of this agreement is the holding of still another session of the present legislature. This will be news to both political armies. When the members left for their homes before Easter they were more or less prepared for an election in the fall, following the referendum.

The U.P. party felt particularly their disadvantage in so short an interval for preparation. The new situation gives them more time for preparing a province-wide organization. The perfecting of such an organization, of course, counts wholly against the government; but for a choice of two evils better an organized U.P.O. than an apathetic one.

Accordingly the government and Mr. Proudfoot will each concentrate upon the task of strictly immediate importance. The government will think only of the referendum. Mr. Proudfoot will pay his best attention to the provincial Liberal convention. Their agreement must be fast and firm when such strong mutual alliance is placed upon it. The statement is made that the agreement is in the form of letters exchanged. Premier Hearst's letter being the reply to Mr. Proudfoot's letter that there shall be another session. The assent is quite definite in expression.

From a well-informed quarter at the parliament buildings the suggestion comes that this agreement is in line with the compact made between Premier Hearst and Mr. Proudfoot in the spring of 1918 when they arranged an extension of the life of the legislature. On that occasion also the proposal emanated from Mr. Proudfoot, and Premier Hearst figured only as giving assent. The act passed in the legislature dealt to the people during the present

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