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Senate Reading Room June 15—12777 SENATE P O OTTAWA

STORE FOR RENT KING ST. EAST, NEAR VICTORIA Four thousand square feet, with full basement. H. H. WILLIAMS & CO. 28 King Street East. Main 5450.

NON-STOP TRANSATLANTIC FLIGHT BECOMES ACCOMPLISHED FACT Toronto Street Railway Workers Vote to Postpone Strike Action One Week

GERMANY'S REPLY TO ALLIED DEMANDS A GENERAL PROTEST

Declares That Peace of Justice Solemnly Pledged Has Been Violated.

TRIAL OF GUILTY Proposes That an International Court of Neutrals Judge Facts, Mete Punishment.

Ottawa, June 15.—The following summary of the German reply to the peace treaty was received here this afternoon by the government and issued to the Canadian Press, Limited. Paris, June 15.—The German reply and counter-proposal to the conditions of peace laid down to them at Versailles on May 7 were made public here today. The reply covers 135 pages and includes a covering letter by Brockdorff-Rantzau of May 29, which has already been published, and a second section of comments following the main outline of the original draft treaty. To separate documents on legal and financial questions are included as part of the general reply. Both English and French translations have been furnished in pamphlet form, the former totalling about sixty thousand words.

REPLY TO GERMANY READY TO PRESENT; ARE GIVEN FIVE DAYS

Provision Made for Big Reduction in Military Occupation—Civil Commission Will Sit in the Occupied Territory.

Paris, June 15.—Germany is to be allowed an army of 200,000 men for three years. This is one of the changes in the peace terms which has been sedulously kept secret. The commission will consist of a letter of transmission, of about 4,500 words, explaining in detail the motives of the council and giving a detailed statement of all changes made in the original draft. It is doubtful whether the complete new text will be in print in time to be handed to the Germans, then Secretary Dufosse or one of his aides goes to Versailles to transmit the reply to Von Brockdorff-Rantzau without any formal ceremony. The five days' period accorded the Germans includes the three days' notification required for the denunciation of the armistice. The substitution of civil for military administration in the occupied territory and supervision of the administration of the local civil authorities, thus giving distinctly civilian rule, instead of martial law. Provision is also made for an extensive reduction of the contemplated military force in the occupied territory, as the substitution of civil rule makes unnecessary the continuance of (Concluded on Page 7, Column 4.)

JAIL BREAKING PROVES INFECTIOUS

Boys Escape From Victoria Industrial, Rob Dwelling, Shoot Pursuer.

While granting the evident truth of the trite saying "stone walls" and "iron bars," a too constant repetition of the proof is apt to pall. On Saturday morning two wards of Victoria Industrial School escaped, entered a dwelling occupied by W. Livingstone, about a mile from the building, stole \$100 in money, clothes, boots, many other minor articles of clothing and a .22 rifle with cartridges. The strong search party organized as soon as the escape was made known did not find the fugitives until about eleven o'clock Saturday night. One boy, finding himself trapped, leveled the rifle at the nearest pursuer, who was shot at pointblank range. The bullet penetrated the man's body in the region of the right lung, and after examination by Dr. Serson, he was removed to Grace Hospital in a serious condition. Both boys were caught after struggle, and taken to Toronto Jail, and providing that they are then in custody, will appear in the police court today. W. E. Pettinger, the victim of the shooting, is sports director for the school, and is adjudged a valuable member of the staff. In the struggle, immediately preceding capture, one of the youthful desperadoes broke the butt of the rifle by a blow aimed at another member of the search party.

FIRST NON-STOP FLIGHT ACROSS ATLANTIC ACHIEVED



THE TRANSATLANTIC FLYERS. Capt. John Alcock (on the right) and Lieut. A. W. Brown, who arrived safely in Ireland Sunday morning, after piloting their Vickers-Vimy plane 1,850 miles from Newfoundland to Ireland, won the Daily Mail \$50,000 prize, and made the trip in a little better than two miles a minute.

Captain Alcock and Lieutenant Brown, in Vimy-Vickers Biplane, Arrive From Newfoundland in Ireland --Trip Was Made in 16 Hours 12 Minutes --Had Terrible Journey.

London, June 15.—The final goal of all the ambitions which flying men have ventured to dream since the Wright Bros. first rose from the earth in a heavier-than-air machine, was realized this morning when two young British officers, Captain John Alcock and Lieut. Arthur W. Brown, landed on the Irish coast after the first non-stop flight across the Atlantic ocean. Their voyage was without accident and without unforeseen incident, so far as can be learned. It was a straight away clean-cut flight achieved in sixteen hours and twelve minutes, from Newfoundland to Clifden, Ireland, a distance of more than 1900 miles. But the brief and modest description which comes from the aviators at Clifden tells of an adventurous and amazingly hazardous enterprise. Fog and mist hung over the North Atlantic and the Vickers-Vimy biplane climbed and dove, struggling to extricate itself from the folds of the airplane's worst enemies. She rose to 11,000 feet, swooped down almost to the surface of the sea, and at times the two navigators found themselves flying upside down only ten feet above the water. Before landing at Clifden, the Clifden wireless station Alcock circled the wireless aerial, seeking the best spot to reach the earth. But no suitable ground was found, so he chanced it in a bog. The wireless staff rushed to the aid of the aviators. They found Brown dazed and Alcock temporarily deafened by the force of the impact. As soon as they were able to be escorted to the wireless station they telegraphed the news to their friends; then they had breakfast. "That is the best way to cross the Atlantic," said Lieut. Brown after he had eaten.

The Men Who Made the Flight From Newfoundland to Ireland

Special to The Toronto World. St. John's, Nfld., June 15.—Capt. John Alcock, D.S.C., and his navigator-companion, Lieut. A. W. Brown, R. N., are Englishmen, typical of the representative progressives of the allied services—thorough, resourceful, daring and modest to the extreme. They have yet to learn the magic of press agenting, and as a result the reading public knows infinitely less about them than they do of Harry Hawker, Ruth Law, or a score or more of flyers. In aviation circles it is considerably different, and there stories are told with Alcock as the hero that, if he would but assume the role for which he was qualified, would quickly put him in the Douglas Fairbanks class. Besides being a great air fighter and a pilot of parts, "Jack" Alcock has an enviable rating as an inventor and master mechanic. He enjoys, indeed, the unique position of being the pilot in the air service of the entire powers who has designed, and with his own hands built, a flying machine of his own—a biplane disclosing distinctly original features—while on active service. This achievement was written up to his credit in the official reports of 1916 from the Asia Minor front, the Alcock scout machine being conceived and constructed in off-hours intervals between bombing expeditions from the Mudros base, directed chiefly against the Turkish fortresses protecting Adrianople and Constantinople. "The Alcock I was speaking about was just about the speediest light fighting scout of her day," the satisfied creator admits with pardonable pride. "Her outstanding feature was unobstructed visibility in all directions, and she was one big success if I do say it. All the scouts they have been building since then have been very much on her basic principles."

THREE BOYS DROWN IN HUMBER RIVER

Work of Rescuers Fails to Bring to Life Young Italians.

Three boys, aged 9, 11 and 13, were drowned yesterday afternoon in the Humber near Weston Sanatorium. A fourth lad, who was rescued and recovered consciousness, told his rescuers that three other boys had overcome and efforts were immediately made to recover the bodies. When the bodies were brought ashore continued work failed to bring back life. The bodies were removed to W. J. Ward's undertaking establishment at Weston and an inquest will be held there tomorrow. It is stated that two of the boys are called Simone and resided at 2062 East Queen street and the other, Amodeo, lived at 1422 West Queen street.

CAR IN COLLISION TURNS SOMERSAULT

Two People Injured—Driver Held for Heavy Bail.

Two people were injured and two motor cars badly damaged at 145 Dundas street in a collision at the corner of Dundas street and West Heath street. Mrs. Catherine Brynes, 54 Harrison street, Detroit, sustained a fractured collar bone, while Richard Manser, of the same address, who was riding in the same car as Mrs. Brynes, suffered a broken ankle. The injured were removed by the police ambulance to St. Michael's Hospital. Simon Zeligler, 355 Yonge street, driver of the car which injured the two people, was held responsible for the accident by the police and was taken to No. 5 police station and charged with criminal negligence. Bail of \$1,000 was accepted for Zeligler's release. The police story of the accident was that Richard Brynes, who was driving his car west on Heath street, hearing the corner of Dundas road, so he told the police, he saw a motor car coming south on Dundas road, at a fast rate of speed. The car was driven by the police and was accident to be unavoidable. He turned to proceed west, Mr. Brynes turned south on Dundas road. He was unable to swerve his car clear of the south-bound automobile, which struck Brynes' car with such force that it turned it completely over, hurling the occupants on to the pavement.

ARE READY TO ADVANCE IF TREATY NOT SIGNED

Paris, June 15.—The allied armies are ready to move forward upon an instant's notice if Germany does not sign the treaty. The Germans are with out airplanes, without material and unable to make any effective resistance. "The Belgians, holding from Cologne to the frontier of Holland are within a day's march of Essen, and the British, supporting the Belgians, would move forward and occupy the French regions. The American army would occupy the German provinces of the French would take Hanau, Wurzburg and Ulm."

AQUITANA SAILS WITH 5,000 CANADIANS

London, June 15.—The Aquitana, carrying 5,000 Canadian troops, sailed from Southampton today. Herbert Hoover, director-general of the International relief work, was among the passengers. The strike of ship stewards at Liverpool has been settled and all ships held up by the strike will sail immediately.

GERMAN MINISTERS SUMMONED TO WEIMAR

Basle, June 14.—The ministers of all the German states have been summoned by telegraph to Weimar to jointly consider the German answer to the allies.

STREET RAILWAY MEN GIVE COMPANY ONE MORE WEEK

Refuse Board of Conciliation and Give Further Time for Decision Pending Permission to Strike From the International.

Toronto will not be faced with a duplicate of the 1917 street railway strike for a week at least. This was the decision arrived at by a special meeting of the street railway employees in the Star Theatre on Sunday morning. It was stated by Business Agent J. J. Gibbons, immediately after the meeting, that the company would be given one week to make a settlement which would be satisfactory to the men. They have completely rejected the company's offer of a board of conciliation. The meeting was one of the best attended of Division 113, which has been held in some time. It was not without its exciting features, too, for at 2:10 Sunday morning a number of the men rushed out of the theatre shouting that a strike had been declared. The vote had been taken on whether or not to accept the company's offer of the board of conciliation, and it had been felt that the offer would be accepted, but apparently inspired by some other motives, the vote went dead against the acceptance. Not Duly Sanctioned. This action on the part of the men meant strike, as far as they were concerned, but they were informed that the organization had not the proper sanction from the international association, and that if they ceased work their strike would not be recognized by the parent organization. Then the fireworks started, and motions, amendments and sub-amendments were hurried in a steady stream at the de-

LAD DROWNED WHILE SAVING YOUNG GIRL

Son of Mt. Dennis Resident Lost His Life in Humber Dam.

A young man, seventeen years of age, son of Mr. McNeil's of Golden avenue, was drowned at the dam on the Humber on Saturday while attempting to save a girl who had got out of her depth. A small crowd were bathing above the dam and when the girl called for help everyone swam to her assistance. The boy's absence was noted after the excitement consequent to the rescue had died down, and his companions thought that he had gone home. Later his body was found and removed to Toronto Free Hospital, where the authorities worked for about an hour and a half trying to save his life. It is not known whether cramps caused his death. The girl was saved by those present.

Ontario Historical Society Opens Annual Convention

Special to The Toronto World. Woodstock, June 15.—The Ontario Historical Society opens its annual convention here to-morrow and the gathering promises to be one of more than ordinary interest. Among those who will take part in the two-day sessions are Judge Emminger, St. Thomas; Hon. H. J. Cody, minister of education; Dr. Coyne of St. Thomas; Judge Smith, Windsor; W. H. Breithaupt, Kitchener; Miss Janet Carleton, Niagara Falls; C. M. Burton, Detroit, and a local of Oxford members of the society.

BROTHERHOOD TO ACT AGAINST RY. STRIKERS

Officials of International Railway Workers Say Winnipeg Strikers Will Be Dismissed From Unions--Strike a Failure.

Winnipeg, Man., June 15.—Definite information as to the number of running trades union employees who "withdrew their services" was unobtainable tonight, but officers of the International Brotherhoods and of railway companies expressed belief that the movement was a failure and that no serious disturbance of traffic may be expected. Vice-president James Murdoch of the Brotherhood of Railway Trainmen admitted, however, that "a considerable number from all three railways" seemingly had gone out. He thought the Canadian government railways would be most affected. Other union officers declared that 1,500 union men could and would be used to replace "illegal strikers" if necessary. Following up his announcement that the international unions would maintain proper contract obligations with railway companies under any circumstances, Mr. Murdoch declared that every man who struck would be disqualified. Where the majority of strikers are on strike or a lodge refuses to expel striking members, Brotherhood charters will be promptly withdrawn, he stated. Trains Still Run. With the exception of special excursion trains to the Winnipeg beach,

Had Terrible Journey

Describing the experiences of himself and Lieutenant Brown, Captain Alcock, in a message from Galway to The Daily Mail says: "We had a terrible journey. The wonder is we are here at all. We scarcely saw the sun, moon or stars. For hours we saw none of them. The fog was very dense and as time went on we had to descend to within 800 feet of the sea. "For four hours our machine was covered with a sheet of ice caused by frozen sleet. At another time the fog was so dense that my speed indicator would not work and for a few minutes it was alarming. "Did Comic Stunts. "We looped the loop, I do believe, and did a very steep spiral. We did some very comic stunts, for I had no sense of horizon. "The winds were favorable all the way, northwest and, at times, south-west. We said in Newfoundland that we would do the trip in 15 hours, but we never thought we should. An hour and a half before we saw land we had no certain idea where we were, but we believed we were at Galway, or thereabouts. "Our delight in seeing Eastal Island and Tarbol Island, five miles west of Clifden, was great. The people who knew who we were, and thought we were scouts looking for Alcock. "We encountered no unforeseen conditions. We did not suffer from cold or exhaustion, except looking over the side; then the sleet covered bits out of our faces. We drank coffee and ale and ate sandwiches and chocolate. "Our flight has shown that the Atlantic flight is practicable, but I think it should be done, not with an airplane or seaplane, but with flying boats. "We had plenty of reserve fuel left, using only two-thirds of our supply. "The only thing that upset me was to see the machine at the end get damaged. From above, the bog looked like a level field, but the machine sank into it to the axle and fell over onto her side. "The Daily Mail's correspondent found Alcock and Brown at Clifden packing their gear into a huge sack. Alcock's face lit up with a smile when he was congratulated by the correspondent. Brown, who was bending over, packing, said quite: "We didn't do so badly, did we?" Alcock said, with a laugh: "I am not at all at fault in Brown, however, confessed. "I am a bit fagged out." The correspondent says Brown's eyes were slightly bloodshot, but that otherwise the men looked as if they had not traveled across the ocean. When the officers, operators and soldiers from the wireless plant rushed toward the machine after it landed, Alcock said: "This is the Vickers-Vimy machine. We have just come from Newfoundland. The little crowd gasped, and then cheered and cheered again. Alcock, in

Today made by shades of models are... 5... shirts were lengths for 75... suits \$1 in navy... range. No sizes 32 to wear... silkette... 4 to 44... 18c... 20c... 22c... Brand... Shamrock... 15c... 3... ES... he field... and... 50-Geo... tie &... ealed... hield... handle... a suit... 21.00... to sell... morning...