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MAYOR AND PREMIER CONFER IN HOPE TO PREVENT STRIKE

Will Discuss the Situation Brought About by Men's Demand for Higher Wages—City Has No Interest in Company's Financial Position.

The demand for the street railway employees for increased pay from the Toronto Railway Company is to be the subject of a conference set for 11.30 this morning between Premier Hearst and Mayor Church.

The conference ought to bring out the attitude of the city. The city got into the issue by Mayor Church early last week asking the threatened strike an independent audit and investigation into the books of the Toronto Street Railway Company, because the company had intimated that the condition of its finances would not allow it to pay the increased wages demanded.

The premier replied that he could not make such an order, and then went on to say:

"I would suggest that the company and the city consent to refer the matter mentioned (the threatened strike) in your letter to a commission or tribunal named by the lieutenant-governor-in-council, and that the city and the company agree to abide by the findings and recommendations of such commission."

No increased fare.

The mayor in reply said that he should be glad to confer further with the premier. But he intimated in the press that the city would not stand for the increase.

The premier has set this morning for the conference. In his last letter to the mayor, received yesterday, he said:

"To save time and prevent misunderstanding, I would suggest you at once secure and forward to me a report from the city's legal department, setting out in definite and concrete form:

1. The action the city desires the government to take in the matter.
2. What the city expects will be accomplished by the action proposed.
3. The statutory or other authority under which it is claimed the government has the power to take the action desired.
4. On receipt of this report I will submit it at once to the law officers of the crown, and so that any legal difficulties may be cleared away. If there is any difference between the views entertained by the legal officers of the city and those of the crown, I will ask the law officers of the province to consult with those of the city."

Sir William corrects any impression that his previous letter suggested a line of action for the city, saying:

"The government has not the slightest desire or intention of interfering with the city in the conduct of its affairs. If, however, the government can be of any service in the matter, it shall be very glad, indeed, and any request the city may prefer will have our best thought and consideration."

Between Company and Government.

Mayor Church contends that the matter of the railway company and its difficulties are one between the company and the government and its railway board. The city is only interested in the matter so as to prevent a strike and consequent inconvenience to the public. It is not interested in the present financial position of the company, and cannot deal with it as the company, but all the city's powers will be exercised towards preventing a strike, and this can be accomplished if the government will only put their railway board to work.

Today's conference will be held at the legislative building, and Sir William Hearst will have with him the law officers of the crown and some members of his cabinet. The city will be represented as arranged yesterday afternoon by the mayor and the city legal counsel. No formal program has been yet set for the conference, and it is not known whether the city aldermen or the press will be present. The matter has been left over for settlement between the mayor and the premier when they meet today. The mayor has no objection to the admittance of the press.

Railway Board Should Act.

In discussing Sir William Hearst's letter, the mayor contended that the railway board should order an investigation into the affairs of the railway company.

"What is the railway board for?" asked the mayor. "The question to-day is 'where did the money go, and not 'where was the money to come from.' In the past contended the mayor, the board had failed to enforce its own acts.

Section 276 of the railway act says: "The board may from time to time, by notice served upon the company or any officer, servant or agent of the company, require it, or such officer, servant or agent, to furnish the board, at or within any time stated in such notice, a written statement or statements showing in as far as and with such detail and particulars as the board requires, which it gives on its name, such as assets and liabilities, amount of stock issues, and gross earnings, cost of construction, amount and nature of any bonus, gift or subsidy received by company, bond issue, character and amount of liabilities, cost of construction, or of acquisition of property, particulars of any lease, contracts or arrangements, and

A POSSIBLE CLEAN UP.

It is pretty certain that Sir William Hearst and his government would like to see not only the strike but the menace of constant litigation between the private companies associated with the Toronto Railway—light, power and radials—and the Ontario public and more especially Toronto, done away with; and the premier might be prepared to go some distance to clean up the whole situation, provided Sir Adam Beck and the Hydro-Electric Power and Radial Commission and the associated municipalities would so signify. This would also overcome the hostile attitude of the Dominion senate to the municipal rights of Ontario, and the Dominion government should help.

The price for the Toronto Railway, the radials, the Toronto Electric Co., the Toronto Power Co., would have to be such as would meet with public approval and it might be worth something to get all the private companies out of the way, and not only get for Toronto its railway back at once, but would allow of the unification of the two street car systems at a single fare with a universal transfer, and most of all might hasten very materially Sir Adam Beck's great plans to provide power enough almost immediately to electrify, not only the radials, but the national railways in Ontario as well.

It would also enable the radials to come into the city over lines owned by the city. But this consummation, most devoutly to be wished, is perhaps beyond accomplishment at this stage. There is so much friction to be removed that it may only be a dream of the moment.

But it may be an opportunity as well. And nothing would fit in with the ambitions of Ontario to have national railways, provincial radials, national power, so much as this clean-up soon. For, while the main opposition to Sir Adam Beck's plans comes from the private power companies, and to control all its stores of power for the building up of the industries of Quebec, so as to equal Ontario as a manufacturing country, and to get ahead of it, if that be possible, a strange combination now in earnest, may suddenly develop into a great public movement.

Sir Adam Beck's Ontario ship-shape first, and a reasonable clean-up now might help a lot.

"Generally the extent, nature, value and particulars of the property, earnings and business of the company."

It is on this clause in the act the mayor will base his arguments that the dispute between the railway company and its employees is one for settlement by the railway board and the government, and not by the city.

Strike Seems Likely

It was pointed out last night that, supposing the railway board made an order on the company, compelling them to accept the men's demands, and the company decided to appeal the decision and in the meantime obtained an injunction restraining the operation of the order until the appeal was heard, what would happen then, it is asked. The city would be just as liable to a strike as it is today. Perhaps, however, some satisfactory solution of the matter may be evolved at today's meeting.

In the event of a strike on the street railway, the mayor will ask the C. P. R. and G. T. R. to place more trains on their suburban service, that the city may suffer as little inconvenience as possible.

Situation Serious.

R. J. Fleming was quoted yesterday to the effect that the situation in Toronto was serious. Controller Robbins was quoted to the effect that the situation was serious, and that the Toronto Railway Company had invited the men's committee of the Street Railwaymen's Union into conference. This was the situation last night, and Joseph Gibbons, business manager for the union, stated that so far as this committee was concerned there would be no back-down upon the demands of the union for an eight-hour day and a wage standard of 55c an hour. Union officials and members of the C.M.A. were equally of the opinion that the only way to settle the issue was to have the city council request the appointment of a royal commission to investigate the grievances of the men. This was the substance of a resolution passed by a conference of citizens and the C.M.A. held at the board of trade rooms in the Royal Bank building. C. H. Carlisle officiated as chairman of the conference.

Highly Representative.

The meeting was among the most representative ever held in Toronto, and included representatives of the Trades and Labor Council, the G.W.V.A., the board of trade, the Builders' Exchange, the Engineers' Club, the Canadian Men's Credit Association, the military authorities, the Canadian Club, the Empire Club, the Toronto Hotelkeepers' Association, the University Women's Club, the Robert Simpson Company and the Y.M.C.A.

The appointment of a royal commission to deal with the grievances of the men, is championed by Joseph Gibbons because (1) the company would have to abide by its decision; (2) the commission would have power to have the ordinary board of conciliation could not; and (3) its investigations would be very thorough.

In the meantime the city council is to confer with the premier with a view to securing the appointment of the royal commission considered essential to the welfare of all concerned.

The Toronto World

TUESDAY MORNING JUNE 10 1919

VOL. XXXIX.—No. 14,090 TWO CENTS

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HAWKER'S WELCOME HOME.



Harry Hawker, the aviator, who made the spectacular dash across the Atlantic in a Sopwith plane recently, and who was given up for lost for some days, was given a wonderful reception in London. Everyone wanted to have a look at him as he passed through the crowded streets, so they put him up on a policeman's horse while the crowds cheered themselves hoarse.

COULD HANDLE GERMANY BETTER INSIDE LEAGUE

Movement to Admit Teutons and Avoid Formation of Rival Group—Germany Will Likely Get Five Days to Sign Treaty.

Paris, June 9.—The movement to admit Germany to the league of nations is due mainly to the desire to avoid the possibility of the formation of another group, composed of rival powers, which would embrace Germany, Russia and the old Teutonic group.

Evidence has reached the conference leaders of late that influences are at work in Germany and Russia to establish retaliation as a basis for combination of powers not in the league. While not regarded as imminent, it was felt that the danger of such combination would always be present while Germany was outside the league, and the admission of Germany therefore was recommended as a means of subjecting her to the same obligations as the allies under the league of nations.

This sentiment was chiefly instrumental in the unanimous adoption of the British, French, American and Italian members of the league committee concerning the conditions on which Germany may be admitted. One of the chief authorities said today:

Same Obligations.

"We can deal with Germany better when inside than outside the league. Outside she would be able to go her own way; inside she must conform to the same obligations as the allies."

The covenant originally foresees Germany's admission on giving "effective guarantees of her sincere intention to observe international obligations." The recommendations now submitted to the council of four define these effective guarantees, namely the establishment of a stable government, the signing of the peace treaty, and loyally executing the terms of the peace treaty.

The league covenant also made it conditional of Germany's entrance that she accept the league restrictions of military and naval armaments. It was proposed to define this by specific abolition of compulsory military service.

Compulsory Service.

M. Clemenceau objected, however, on the ground that such specification might bring up the whole question of compulsory service. It was omitted from the recommendations presented to the council of four.

The council spent the day in examining this and other committee reports. Indications were that the reply to the Germans would not be long.

Dominion G.W.V.A. Makes Declaration of Principles

Ottawa, June 9.—The Dominion Executive of the Great War Veterans' Association of Canada meeting here, has made a "declaration of principles" which include opposition to the underlying principles of the "one big union" and its accord of Russian Bolshevism and German Spartacism. The memorial has been handed to Premier Borden. It is as follows:

1. That we stand unalterably opposed to the introduction of the doctrines of Bolshevism and anarchy in this country, and we are not in accord with the underlying principles of the "one big union" which expressed itself as being in full accord with the Russian Bolsheviki and the German Spartacism, and whose principles seek by "massed action" of labor to enforce their power upon the majority of the people, and have as one of its possible results the menacing of our institutions of government, and the threat of their replacement by soviet rule.
2. We desire, and will endeavor to ensure that all members of our association, will, whenever occasion demands, lend active assistance in upholding constitutional authority, the laws of the country, and good order.
3. We recommend that a round table conference be held comprised of progressive representatives of labor, employers, farmers, returned soldier citizens and women, to consider a solution of the present ominous industrial situation.
4. We endorse the nine principles respecting labor as adopted by the peace conference.
5. We advocate progressive legislation as an antidote to unrest and suggest to that end that serious consideration be given the enactment of laws respecting the following subjects:
 - (a) A minimum wage.
 - (b) Insurance against old age, illness and unemployment.
 - (c) Suitable housing for all.
 - (d) Reduction of the cost of living by the principle of co-operation limiting the operations of the so-called middleman, regulations governing the holding of perishable products in cold storage plants and otherwise as deemed desirable.
 - (e) Stringent restrictions upon immigration and naturalization.
 - (f) Suitable and equal opportunities for the children of both rich and poor, permitting them to attain the general

AIR FORCE CROSS FOR AMERICANS

Presentation Made by Major-General Seeley of the British Air Ministry.

London, June 9.—The Royal Air Force cross has been conferred on Commander John S. Towers, in command of the American seaplane squadron on their Atlantic flight, and on Commander A. C. Read and the other commissioned officers of the crew of the N.C.-4. Lieut. Walter Hinton, Lieut. E. F. Stone, Lieut. J. L. Breese and Ensign H. C. Rodd, the Royal Air Force aviators who essayed the transatlantic flight from Newfoundland.

Major-General J. E. B. Seeley of the air ministry made the presentations this afternoon in behalf of the King.

The Air Force cross was recently conferred on Harry G. Hawker and Lieut.-Commander MacKenzie Greig, the British aviators who essayed the transatlantic flight from Newfoundland.

WINNIPEG POLICEMEN ARE FIRED IN A BODY

Men Refused to Sign Pledge Not to Participate in General Strike, While City Repudiated Compromise Offer.

Winnipeg, June 9.—Delegations of press and commercial telegraphers visited the Canadian Press office and commercial telegraph offices late today, and formally asked information regarding the terms upon which they might return to work.

The Winnipeg police force was discharged by the city commission late today. The policemen refused to sign a pledge not to participate in sympathetic strikes. The city refused to accept a compromise offer.

Police Not Trusted.

The breach in the union forces seems widening tonight. It was announced at the board of trade that spokesmen for various union crafts had made overtures regarding settlement, without permission from the central strike committee.

Desperate efforts to avoid a complete show down on the police situation were made by friends of the policemen. The city stood firm, however, taking the position that the police had not only gone on record as endorsing the sympathetic strike but the actions of some individual policemen while on duty had caused doubts as to whether they were doing everything in their power to maintain law and order.

Earlier representatives of the Police-men's Union announced that the men were willing to sign a pledge not to participate in sympathetic strikes in the future. The city was asked, however, to participate in an ultimatum making such action compulsory.

The police commission immediately announced that all regular policemen who were willing to sign the new pledge could apply for positions. Applications from a number of returned soldiers for jobs on the force have been laid on duty several days as a supplementary force. Mayor Gray organized the constable force after complaints had been received that the regular policemen were discriminating in favor of strikers.

Workers Going Back.

Additional union men who have been on strike here for nearly a month in sympathy with the metal workers' union were returning to work today, according to reports received by the citizens' committee.

It was also reported early today that several of the local unions involved in the strike have decided to take a vote relative to returning to work immediately despite the argument by the leaders of the strike that returning to work without a settlement being reached with the employers is to admit defeat.

Strike leaders sent out an appeal to all union men this morning "not to do anything about returning to work until Tuesday." The leaders intimated that the railway brotherhood might have something within the next 24 hours that would make a bearing on the strike. A number of brotherhood executives are here for a conference.

Several Winnipeg concerns affected by the strike notified the company employees this morning that their jobs would be held open until tomorrow. Advertisements for help of returned soldiers preferred, were inserted in a local newspaper.

KAISER TOO LATE IN BEGINNING WAR

Bernhardi Says That Was Former Emperor's Only Guilt.

Berlin, May 17.—General Friedrich A. J. von Bernhardi, the military writer, under the title, "Kaiser Wilhelm and Responsibility for the War," declares that the former emperor's only guilt was in not beginning the war early enough, when his opponents were not equipped, and takes the viewpoint in favor of preventive warfare.

He says of the Kaiser: "To the last moment he believed Russia would surrender its imperial intentions and England would not take part in the fighting. In this belief he negotiated to that end, and only with difficulty could he be induced to take up the gauntlet that had been thrown down to him."

General von Bernhardi admits, however, that certain personalities influenced the Kaiser's assumption of the gauntlet.

DETROIT STRIKE STILL IN SWING

Mayor Suggests Constructing Competing Car Lines Operated by City.

Detroit, Mich., June 9.—No break occurred today in the strike of street car men which completely tied up traction service in Detroit and suburbs Saturday night. The strikers reiterated their determination to stay out until a wage advance of at least ten cents an hour is granted; the Detroit United Railways Company still contends it cannot meet the demands unless the city council allows it more revenue, and the council, in meeting this afternoon, considered plans outlined by Mayor James Couzens for acquiring or constructing competing lines to be operated by the city.

A well organized system of motor car routes, arranged by big employers of the city, and numerous jitney business, served to take the greater part of the industrial army to and from work today with little confusion. Nearly all the factories report their operations were in no way affected by the street car tie-up.

Mayor Couzens' proposal, upon which the council will act tomorrow night, embraces the taking over of non-franchise lines as a nucleus of a municipally-owned system and a special election at which a \$10,000,000 bond issue for building additional lines would be voted on. In the meantime, the mayor declared, motor bus lines would solve the city's transportation problem.

WAR PROFITS TAX UPHELD BY COURT

Policy Involved Many Millions of Dollars in Revenue.

Philadelphia, Pa., June 9.—The government's war-time tax on the profits of munition manufacturers, contested by producers of parts of shells, which claimed that the impost was intended to apply only to completed articles, was upheld by the circuit court of appeals here today.

In a group of three decisions holding that any participant in the abnormal profits of munition making must submit himself to taxation laid upon this class of income, the court sustained a government policy involving many millions of dollars in revenue already collected, or in course of collection. Opposite action by the court would have necessitated legislation to make up the consequent deficit in federal receipts.

HON. HUGH GUTHRIE WILL BE ELEVATED

Stated His Appointment as Junior Judge of Exchequer Court Soon to Take Place.

Special to The Toronto World.

Kingston, June 9.—It was understood that Hon. Hugh Guthrie, solicitor-general, will soon be elevated to the bench Hon. Walter Cassels, senior justice of the exchequer court, has signified his desire to retire and will be succeeded by Mr. Justice Audette, at present senior judge of the exchequer court.

Mr. Guthrie, it is said, will succeed Mr. Justice Audette as junior judge of the exchequer court.

THE HOLIDAY TIME

NEW GOLF CLUB HOUSE

Special to The Toronto World.

Kingston, June 9.—The Kingston Golf and Country Club has decided to erect a new club house. A committee has been appointed to select the site and raise the necessary funds.

Warehouse Space for Rent
FRONT ST., NORTH SIDE, BETWEEN YONGE & SCOTT STS.
3000 square feet, heated, freight hoist. Excellent shipping facilities.
H. H. WILLIAMS & CO.,
10 King Street East. Main 5450.

RETURNING SOLDIERS

Several hundred Toronto and other soldiers arrived at Halifax on the troopship Lapsland, and are now on the way to the city. They may be expected some time Wednesday. A list of names will be found on page 2.

COMPLETE PLANS FOR WIRE STRIKE

One Company Already Reported to Have Met the Men's Demands.

Chicago, June 9.—What is termed the first break in the united front presented by the operating companies came tonight when the Federal Telegraph Company, which operates a combination of land lines and wireless along the Pacific coast, received an operators' committee and signed a schedule meeting the employees' demands. S. J. Koenekamp, president of the Commercial Telegraphers' Union of America, declared in a statement issued tonight. Mr. Koenekamp, who has called a nation-wide strike of telegraphers for Wednesday, said he received that information from L. I. Marshall, first vice-president of the International union, at Los Angeles.

Plans are completed, Mr. Koenekamp said, for the strike, which will involve 70,000 telegraph and telephone operators. He said he abandoned hope of a peaceful settlement before he left Washington last week.

Discharges of union operators by the Western union continued today. Mr. Koenekamp said, with 70 persons being discharged at Dallas, Little Rock, Denver, Portland, Oregon, and Los Angeles.

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