

FOR SALE AVENUE ROAD HILL—\$40,000. Magnificent corner residence, 11 rooms, 4 bathrooms, large verandah. Garage. Lot 180 x 500. Plans at office. H. H. WILLIAMS & CO. 38 King Street East. Main 5450.

Manufacturers' Annual Meeting Discusses the Labor Situation

LABOR KETTLE SEETHES NEAR THE BOILING POINT

Internal Dissension Makes General Strike Still Problematical Tho Metal Workers Are Even More Bitterly Determined to Arouse Masses.

"As you were" very simply sums up the labor strike situation in Toronto yesterday. There were very few developments of any of the serious issues at stake except the official announcement that the notices issued by the Trades and Labor Council had been sent out to all the local trade unions, calling a conference for Tuesday next to decide the question of a general strike. Even at this early date there seems to be some dissension between the various unions concerned. Those unions who have lately been out on strike and have obtained a satisfactory settlement of their grievances, do not seem inclined to go so far as to put their affairs into the melting pot of fate. There are other unions, however, who are prepared to back up the metal workers to the limit, and it looks like being a very lively meeting of Tuesday evening next. Any kind of unanimity on the question of a general walk-out, looked for last night's indications, as a far and distant event, so far as Toronto is concerned. Matters, however, were not improved during the day as regards the employers and employees coming together, by a speech delivered yesterday afternoon before the Toronto branch of the Canadian Manufacturers' Association by Thomas Roden, the president. He declared that labor had an absolute disregard of basic economic laws and that in the matter of the metal trades strike no sensible man could sympathize with their demands. The stand

MANUFACTURERS ARE PREPARED TO DEAL JUSTLY WITH LABOR

Keynote of Reports at Meeting Was Betterment of Labor Conditions. RODEN SPEAKS OUT Says Labor Requires Education in Economic Science.

"Clearly we are getting nearer to conditions in which the claims of great groups of workmen who are more or less organized can be settled on lines which to the men will mean better conditions and which, to the employers and the community, will mean avoiding the losses entailed by strikes and industrial unrest." This was the keynote of the various reports read yesterday afternoon at the nineteenth annual meeting of the Toronto division of the Canadian Manufacturers' Association which was held in the board of trade assembly room, Thomas Roden, (chairman) presiding. The Toronto division invariably formulates the position of the general association, which meets here next month. As ex-President Parsons put it in commending the report, a better relationship and understanding between employers and workers must be the first aim of the manufacturers of Canada. The afternoon meeting was rather sparsely attended. The first report presented was that of the secretary, H. Macdonald, which concisely reviewed the events of the year. The report of the executive committee paid tribute to the value of Mr. Roden's disinterested labors. In connection with the superannuation of fire-chief Smith this report anticipates improved features in the city fire department to meet public safety. The committee has forwarded to Ottawa a report on alleged Bolshevik propaganda in Toronto. In reviewing the financial position the report dealt with the introduction in Canada of taxation on luxuries, and continued to say: "It is evident that Dominion taxation which is being done now is the meeting of current requirements in the work. Above all, the city's war expenses were shown; but other municipalities, all of which, during the course of the war have experienced increases in tax rates. Referring to the coal shortage of last

Toronto Union Men Divided On Question of Mass Strikes

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SEAPLANES START, BUT CANNOT RISE

Forced to Postpone Flight Till They Have Discharged Excess Fuel.

Trepassey, Nfld., May 15.—The "jinx" which visited the NC-4 on the initial leg of the navy's transatlantic flight last Thursday, compelling her to put in at Chatham, N.S., and to pairs turned its attention today to the NC-1, and NC-2, holding their harbor bound while the NC-4 caught up with them, for the day overseas. The NC-4 landed here at 6:37, Halifax time, which had just returned after an ineffectual attempt to get away on the 1,250 mile flight. NC-1 and NC-2, Lieutenant-Commander A. C. Read, of the NC-4, hopes to have his machine overhauled and ready to fly with them, for the day overseas. The crew of the NC-4 owes its chance for an even start from here with the sister planes to the fact that the NC-1 and NC-2 refused to rise from the water this afternoon with the heavy load of fuel which had been taken aboard. The NC-1, commanded by Lieutenant-Commander Bell, was taxied off down the harbor at 5:04 p.m. Halifax time, hoping for a getaway. The NC-2, Commander Towers's flagship, followed 18 minutes later. Discharged Excess Fuel. A short time later, however, both disappeared and coming to a stop near the mooring ships, the crews were able to discharge excess fuel to reduce their weight. A second attempt to "hop" off, was not made, however, and the big seaplanes returned to their mooring places. The appearance of the NC-4, which had been sighted shortly after the NC-1 and NC-2 taxied off, was believed to have influenced Commander Towers in his decision to postpone the "hop" off so that all three planes might start together. The NC-4 was apparently unharmed by her flight from Halifax, but an examination will be made tonight to determine whether any repairs are necessary before the big jump. She came into the harbor from the east, flying low. The NC-4 left Halifax this morning at 9:20 a.m. time, but was compelled to land 30 minutes later at Storey head for repairs to the oil and gas lines. She resumed her flight at 11:47. Her actual flying time for the 460 mile trip was 6 hours and 20 minutes, making her average speed 72.6 miles an hour.

BARBER ACQUITTED OF MANSLAUGHTER Chief Justice Blames Older People for Lad's Predicament.

Not guilty was the verdict returned in the assizes by a jury last night after remaining out for an hour and a half in the case of George Barber, the 17-year-old lad who for two days has been on trial for manslaughter, as a result of an accident in which Kathleen Macintosh, a young girl, was killed on March 23 in Scarborough township. According to the evidence, the car had been traveling at a good rate of speed when it was struck by a train on a level crossing. It was admitted that there had been drinking among the occupants of the car. In discharging the lad, Chief Justice Sir William Mulock, before whom the case was tried, told the jury that he entirely concurred in the verdict, which contained in it full justice. His lordship stated that the other parties in the car, who were older than the lad in the bar, were more to blame than he. "They had taken advantage of the simplicity of a child," said Sir William. "The older people led him into this," said his lordship. To the lad who was standing in the box and accused in a voice full of emotion, said that his present troubles had resulted because of his disobedience to his father. He pointed out to the boy that his father had stood by him all through his trouble, and he advised him to love him more and more for that fact. "Don't be led astray by loose people," he concluded his lordship. "Be on your guard. You have a great future before you. Don't spoil it by being weak." On the stand accused told of taking the motor car without his father's permission, and of calling at a dance hall for some girls to take on a joy-riding. The liquor was produced by some one in the car, and he took a drink. "It kind of choked me," said the witness.

FOILED BOLSHIEVIKI BY COUNTER-OFFENSIVE

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HAIG SEES STRIFE IN YELLOW PERIL Field Marshal Gives Warning When Made Rector of St. Andrew's University.

London, May 15.—Field Marshal Haig has been installed as rector of St. Andrew's University. In his speech he said if we wished to avoid a repetition of the catastrophe of a world war, we must be prepared to actively prevent it. The seeds of future armed conflicts could be found everywhere in the world. Among the more obvious possibilities of strife was the problem known as the "yellow peril." The Chinese must eventually demand a place in the European labor market. India was beginning to turn towards social and industrial political developments. He suggested the solution was to give all races British freedom and justice, thereby, in the course of many years, leveling them up to our standard of life. The league of nations could never abolish us from our mission as an empire. Hydroplane for Shining Tree Mining Camp. An enterprising Toronto mining house sent an experienced aviator to Buffalo yesterday to buy one of the latest hydroplanes for an express service from Sudbury to Shining Tree camp, sixty miles herefrom. The cost and delivery involves over \$2,000. The machine ought to be in service in less than a fortnight. The flight from water to water will take less than an hour and one or more round trips will be made daily with passengers and mail. From twenty to thirty enterprising and miners are now going over the road between West Tree and Shining Tree as soon as men and teams can be got on the ground. There will be lots of work on the road in carrying supplies, but quick trips for passengers and mail will be made by the hydroplane. If this service makes good other hydroplanes will go into commission in the whole north country.

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TAGGERS MET WITH HEARTY RESPONSE

Sum in Aid of Blind Assured Before Middy.

Wonderful was the unanimity of response to the appeal for the blind in the "tag" of yesterday, and from a very early hour it was quite evident that the day was to be a great success. It seemed as if the heart of Toronto were just waiting for an opening by which it could tell of its sympathy with and its desire to do something substantial for the blind who live among us. One class of the community who were especially sympathetic were the returned soldiers. A tagger who went thru the Convalescent Home on College street found every soldier in khaki ready with his coin. Messengers of Promise. Early subscriptions that came into headquarters were messengers of promise for the day's success, and in the afternoon when the returns began to be counted, one of the captains, Mrs. McClung, was able to announce that she had got in her boxes the splendid sum of over \$1,800. This in itself was assurance of success. Cheques, too, had been sent in to headquarters in advance. The "tag" was organized by the Women's Auxiliary to the Canadian National Institute for the Blind, and the funds will go to help the various activities of the blind in Toronto, and to assist the blind thruout Canada. Many cheques had been sent to headquarters, 134 West King street, in advance, among the largest being: \$1,000—Sir Edward Kemp and Lady Eaton. \$500—Mr. H. S. Osler, John Inglis and Co., Beardmore and Co. \$300—Reld, Shaw and McNaught. \$250—Mr. Lionel Clarke, Mr. Glyn Oiler, McCarthy and McCarthy, Sir Edmund Osler, Board of Trade, Canada Permanent Mortgage Corporation. \$200—Mr. P. G. Osler, Mr. Stephen Haas, Sir William Mulock, Loew's Theatres, Limited. \$100—Mr. A. Ivey, Mr. Stellman, Mr. Inglehart, Lady Melvin Jones, Mr. R. J. Christie, Campbell Reeves, Mr. William Mulock, Mr. H. Marriott, William Davies, Hume Blake, Alfred Rogers, A. E. Ames, Bongard Ryerson, Mr. George Wright, Walker House, Mr. B. Osler, Mr. R. Samuel. \$50—Mr. Lionel Clarke, Mr. James Lockart, Mr. Irving Robertson, Hon. Senator Nicholls, Mr. Hedley Shaw, John Macintosh and Co., Mr. H. J. Fleming, Mr. Strachan Johnson, Mr. N. Hilliary, Mr. John B. Harris. \$25—Mr. F. G. Osler, Otis-Fensom Elevator Company, Mr. A. M. Stewart, Mr. Justice Britton, Mr. Justice Hodgins, Mr. John Massey, Mr. G. H. O'Neill, John Stark and Co., Fairbanks-Morse, proceeds of raffle, Mrs. G. D. Boulton \$25. The returns were counted at the Dominion Bank, corner King and Yonge, where the captains of the districts were assisted by tellers. The honorary treasurer for the day was Gordon Osler. Mrs. Lionel Clarke, president of the auxiliary, had general charge. At 9 p.m. also three districts had not yet been heard from. The count showed a total of \$1,894.02 or \$1,844 and odd cents more than was asked for, clearly showing that Toronto can open her pockets when she wishes to.

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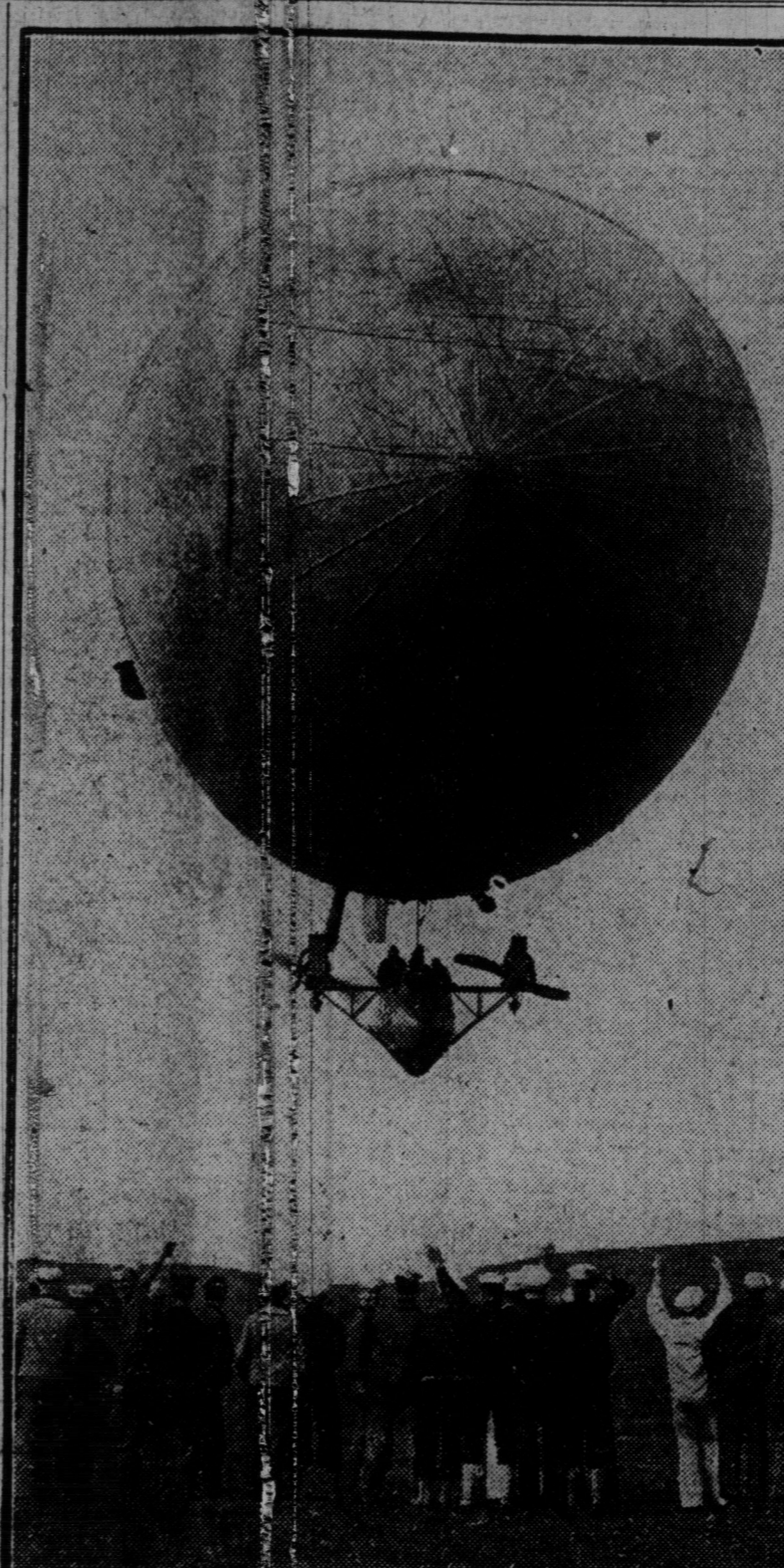
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AN AIRSHIP ADRIFT. The above is an end-on photo of the United States dirigible airship, C-5, which arrived at St. John's, Newfoundland, yesterday, having made the first leg of its journey from Kona Island, N.Y. to Europe. The C-5 is the newest of the navy's twin-engine dirigibles. She is 192 feet long, has a cruising radius of 2,000 miles, a normal speed of 50 miles an hour, and carries a crew of six.

AIRSHIP TORN FROM MOORINGS BY GALE AND DRIVEN TO SEA

Accident to Huge Dirigible at St. John's--Dropped Into Sea Eighty-Five Miles From Land--Sole Occupant Failed to Deflate Bag and Jumped.

St. John's, Nfld., May 15.—Plans of the United States navy for a transatlantic flight by dirigible received a serious jolt this afternoon when the giant Blimp, C-5 burst from her moorings in a gale, and was swept out from Montserrat after she had arrived from Newfoundland. For two hours she cruised about, seeking the landing field here, which was known to them only by radio description. Radio directions received from the base served to write the base was sending the bearings of the sending station from the C-5, the C-5's navigators interpreted them as the C-5's bearings from the station. Eventually, Commander Coll signed a narrow gauge railroad which he followed to St. John's. The ship occasionally made as high as 70 miles an hour, although the average was 48 miles an hour. The dirigible dropped into the sea about 85 miles off shore, according to a radio message received tonight by the cruiser Chicago from an unidentified British steamship. The ship said it was standing by the dirigible. The destroyer was notified by wireless of its position and started at once to salvage the airship. The escape of the C-5 followed a long struggle by sailors from the cruiser Chicago to prevent its injury when gusty winds swept across its mooring place in Quidi Vidi Basin, and by losing it about 7:00. Several of the sailors, clinging to the dirigible's final tug, but none was injured. Commander Coll said the C-5 had performed perfectly on the trip from Montserrat Point, and only final authorization from Washington, a routine inspection of the engine and replenishment of fuel, and supplies, the aviator believed, stood between them and the transatlantic flight. Although the C-5 performed "perfectly," the weather, "did not seem nearly so well," one of the crew said. At times, he said, the winds carried the big ship under its engines stood on end and stopped, but soon

Returning Soldiers

Three trains bearing soldiers from the troopships Royal George and Scotian, will arrive in the city today. The train bringing 15 officers and 372 other ranks from the Royal George is expected to arrive at 11 a.m. at Exhibition Camp. The two trains, bearing 25 officers and 762 other ranks from the Scotian, are expected in the afternoon. For definite information apply to the Military Information Bureau, Exhibition Camp. Departmental Stores Suffer. In the late departmental stores of the hour of 11 a.m. saw many salesmen and salesgirls leave. Officials of all the large departmental stores declared they were able to "carry over." Some of them said they were not seriously affected. Others admitted embarrassment but declared they would be able to give service. The postoffice presented a very desolate appearance shortly after 11 o'clock this morning. After all the postal employees stopped work and marched out. After this hour the only wickets open were the stamp ones, in many cases closed "tight."