

LIMERICK STRIKERS STILL OBSCURE

Refused Passes Permitting Them to Return to the City.

PASSIVE RESISTANCE

Armored Tank With Guns Ready on Bridge to Resist the Crowd.

Limerick, April 22.—The 500 strikers who went outside the military limits of the city yesterday and who were not permitted to return over the Starfield bridge last evening because they would not show military permits, spent the night on the bridge and resisted demonstrations this morning. The strikers were still obstinate and would not permit the strikers to cross the bridge.

Up to noon today there had been no clashes between the opposing forces. The break of day found a large and hollow-eyed crowd of men and women shivering in the chilly weather. They were taken to cottages on the Clara side of the River Shannon and given breakfast by friends and sympathizers. Some of the older ones had been in cottages with beds during the night on the Clara side, but most of the crowd spent the night in the open.

The attitude of "passive resistance" was continued during the night by the strikers. The military maintained a strict guard with large forces of sentries and the guns in the armored tank were fully manned.

Would Not Accept Passes. The plan of the strike leaders is to continue to demand entrance into the city without passes in the hope that the military will finally yield and thus bring the pass system to an end. If this plan fails, the leaders say they have other plans to try.

The "treasury notes" issued by the labor council appeared in Limerick today. The notes, which will be used in the purchase of food, were announced to be redeemed in regular money once a week.

Mayor O'Mara, accompanied by members of the clergy, went to the bridge and made a formal request of the officer in command there that the people on the other side be allowed to cross into the city. The officer refused to do so. General Griffin, in command at Limerick, the general offered to send a pass officer to the bridge and promised to supply passes to those persons whom the constabulary would allow. The offer was not accepted.

When the first strikers were refused admittance to the city they were joined by others, but before the crowd grew to very large proportions the guard was quickly reinforced, the engine of a tank stationed at the Limerick side of the bridge was started and guns were trained on the crowd. Fifty members of the Royal Irish Constabulary hastened from the barracks and took position at the center of the bridge, effectively blocking it.

Up till 8 o'clock last night there had been no shooting or disorders, but the leaders admitted that the island was now a Franciscan monk, head-banded and sandaled, came to the bridge and after talking with the military commander, conversed with leaders of the strike, but his efforts were without result.

At 10 o'clock an armored car took its position at the bridge behind the constabulary, while another was sent to the river Shannon. The crowd continued its march up and down the other side of the river. The crowd was dispersed with milk and bread arrived from Clara, the supplies being furnished by the temporary man at the station.

ADRIATIC MEN GET JOYFUL WELCOME

Four Hundred and Fifty All Ranks Arrive at Exhibition.

The Exhibition Camp was the scene of many happy welcomes and reunions last night, when the train bringing 27 officers and 424 other ranks, who came from England on the Adriatic, pulled in at the station at 12:15. The time set for the train to arrive was 11:45, but it was thirty minutes late.

Also the men were simply drafts from various units, who did not permit of their getting an organized reception, thousands of relatives and friends were assembled long before the hour of arrival. These lined the platform and welcomed the returning warriors a hale and hearty Canadian welcome. Many followed stirring scenes as mother and son, brother and sister, husband and wife were reunited after many months of weary waiting, filled with the dread possibility that perhaps their loved ones would not return. The spirit of the boys was excellent and they showed unfeigned joy at being home. More and more they were becoming tanned and rugged faces when it was announced that the process of demobilization would be carried out with all despatch and the boys would in a short time be able to replace the khaki tunics with the civilian garb.

Taken Into Eager Arms. The Garrison Battalion Band were in attendance, greeting the heroes with catchy patriotic airs and from thousands of throats came true British cheers as the faces of loved ones were distinguished among the rest. Then as one by one the boys came down from the train onto the platform they were taken into the eager arms of those to whom this moment was regarded the best in all the five years of the war.

The work of demobilization was most efficiently performed, with the result that within an hour of the arrival of the train the men had received their discharge papers and pay cheques and were on their way to their respective homes. A number of them were whisked away in waiting automobiles, of which there was a abundance on the grounds. The Salvation Army, Y.M.C.A. and kindred organizations were on the scene dispensing hot coffee, cocoa and refreshments to the boys.

Among the party were a small number of men from outside parts. These will pass the night at the Red Triangle Club and in the morning leave for their respective homes on convenient trains.

CAR STRIKES WOMAN

Miss Jennie Freeman, aged 17 years, living at 1451 West Dundas street, suffered a dislocated shoulder at 5:30 last evening when she was struck by a street car at the corner of Louis and Terrace streets. She was removed in a military ambulance to the General Hospital.

LIFE-SAVING CREW FOUND NEGLIGENCE

Jury at Parks Inquest Blame Island Men for Delay.

Sworn statements from various witnesses at the morgue last night directly contradicted each other as to whether or not distress signals had been sounded from a Canadian Stewart pile-driver to summon help for Samuel R. Parks, a winch man who had been injured in an accident. The jury, after remaining out for less than half an hour, returned a verdict of negligence against the life-saving crew at the island.

According to the evidence, Parks was injured at 12:35 p.m. on April 7, and the three men swore that they heard five distinct distress signals from the pile-driver, but the crew had not responded.

Parks was taken to the life-saving station in a company tug with the intention of getting him to the city steamer, but when the tug got there it was found that the crew had no boat. The only one in commission at the time was the tug "Parks," which was in the tug, and although well muffled up, he evidently caught a chill and died of pneumonia on April 11, 1918.

"We find that Samuel R. Parks came to his death at his home, 77 Fulton avenue, on April 11, 1918. The cause of death after he had received an injury while working on the pile driver, operated by the Canadian Stewart Company. We find that the deceased's death was hastened thru exposure, considerable time being lost while being out in the open and subjected to the cold winds of the bay."

A rider was added as follows: "The evidence given shows that the proper danger signals were given by the tug, and that the said signals were not responded to by the life-saving crew. We consider that the life-saving crew were negligent in their duty in not answering the call."

Foreman E. Evidence, Thymely McDaniels, the foreman on the pile driver, told of the accident, how Parks had become entangled with a rope which was lowering 400 ft. of cable and he received several nasty gashes on the thighs. The accident happened on April 7 about 12:35 p.m. while the pile driver was working opposite Conestoga Cut.

Distress signals were blown from the driver for both the Canadian Stewart tug and the life-saving crew. The tug responded, but the life-savers did not, and Supt. Bonn of the company, who was on the tug, ordered them to take Parks to the life-saving station on the island, where he might receive first aid. The transfer to the tug was made in a rowboat, as the tug could not approach any closer.

At the island the life-saving crew had looked at Parks on the tug, and remarked that the injured man should be taken to the island, where the vessel arrived at 2 p.m.

Supt. William Bonn of the Canadian Stewart Co. swore he heard all five distress signals, and he ordered the tug to take the man to the island, because he thought he could have him taken to the city in shorter time. The tug was only 500 feet from the island at the time.

At the life station, said the witness, the mate had said he heard the signals, but did not respond because he saw the tug. The mate had informed him that the only boat in commission was at the city.

Heard No Other Blasts. Sydney B. Young, second mate at the life-saving station, swore he heard the whistle was at 1:15 p.m. when he heard four long blasts. He heard no other whistles or whistles and the life-savers do not respond to four long blasts from the Canadian Stewart Co. The arrangement is to respond to five long blasts, that signal being agreed to as a danger signal. The boat was at the station at the time the whistles were blown; it had left for the city a little later. The reason they only heard four whistles was that the other had not been fitted out for the summer season.

Young corroborated the story told by Mr. Bonn, stating that he saw the injured man, and told the Stewart people to take Parks to the city. He had phoned for an ambulance to meet the tug.

George Munford, an employee on the pile driver, swore the distress signals were five different occasions. "I'm Whiteaway, another hand aboard the tug, swore he blew the distress signals twice himself. He also heard Foreman McDaniels blow the distress signals three times.

Capt. Walter Chapman, O.C. of the life-saving station, who was in the station at the time of the accident, stated he had not heard the signals. His crew had responded at times to four signals from the Canadian Stewart tug and had found them false alarms. Four whistles did not mean anything to the crew. He had taken the commission's boat to the foot of York street for supplies to hurry along the re-commissioning of his other boat. "The four whistles were not reported to me at the time," said the captain, "there was no occasion."

Wigham conducted the inquiry and R. H. Greer appeared for the crown.

CRISP INQUEST WAS ADJOURNED

Coroner Dr. G. E. Elliott last night opened an inquest on Lorne Crisp, who died on Monday, April 21, 1918, at 157 Parliament street from tuberculosis. Only identification evidence was taken last night, but it was stated that Crisp, yesterday afternoon when carbolic acid exploded in one of the laboratories of the National Drug Company, 1 Phoebe street. He was taken to St. Michael's Hospital.

BURNED BY CARBOLIC

Benson Roach, 238 Markham street, was burned about the face and hands yesterday afternoon when carbolic acid exploded in one of the laboratories of the National Drug Company, 1 Phoebe street. He was taken to St. Michael's Hospital.

STRUCK BY CAR

Struck by a Winchester street car on East Dundas street at 9:30 last night, Annie McGraw, aged 80 years, of 266 Huron street, sustained injuries to her head. She was removed in a semi-conscious condition in the police ambulance to the General Hospital.

YORK COUNTY AND SUBURBS

RIVERDALE EARLSCOURT

CHILDREN ARE GUESTS AT PLAY REHEARSAL KEV. PETER BRYCE FAST RECOVERING

OBJECT TO PAYING "DEVIL'S DIP" FILL

A deputation of the residents of Harriet street waited upon the executive committee of the Riverdale Ratepayers' Association at their meeting last night held at the residence of the president, L. W. Mullen, Doel avenue, and while objecting to the work of filling in the "Devil's Dip" on East Gerrard street, they also expressed the opinion that the proposed estimated assessment on the residents on Harriet street, who do not benefit by the improvement, is about \$5 per year, returned read as far as the period of ten years. The deputation was charged as a local improvement. The residents on Harriet street, who do not benefit by the improvement, is about \$5 per year, returned read as far as the period of ten years. The deputation was charged as a local improvement. The residents on Harriet street, who do not benefit by the improvement, is about \$5 per year, returned read as far as the period of ten years.

G. BALDWIN SPEAKS ON HOME GARDENING

George Baldwin, who has won many gold and silver medals and prizes as a Canadian flower show, gave an interesting lecture on "Home Gardens" last night at the Earlscourt Fall Fair. The lecture was illustrated with many excellent views and slides, and was well received. The "Old Kaiser" variety, named after William I of Germany, being the finest. Celery and rhubarb, if not shown on the screen, and many classes of vegetables. Celery and rhubarb, if not shown on the screen, and many classes of vegetables. Celery and rhubarb, if not shown on the screen, and many classes of vegetables.

SILVERTHORN RATEPAYERS MEET.

Silvertown ratepayers met in the public hall last night. The school trustees were invited to be present but failed to put in an appearance. A discussion took place relative to the protection in the temporary public school in which about 50 children and one teacher were housed. The ratepayers will meet again next week.

TODMORDEN SCHOOL WAR AUXILIARY

The regular weekly meeting of the War Auxiliary of school section 27, Todmorden, was held last night at the school. Mrs. C. W. Fleming, president, occupied the chair. The meeting was well attended and a number of articles and an enjoyable evening was spent. Rev. Dr. Senger, rector, presided.

BI-WEEKLY G. W. V. A. EUCHERE.

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Under the auspices of the Methodist Men's organization at the island, a dinner was given on the evening of May 1 in the churches throughout Toronto, set apart for the purpose, to the members of the G. W. V. A. The city has been divided into fifteen centres. Sherbourne Street Church being the centre of the organization. The dinner was held at the Methodist Church, 1400 Bay Street. The dinner was held at the Methodist Church, 1400 Bay Street.

LEASIDE

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REPORT ON HOUSING.

The report of the housing committee appointed last night by the Amalgamated Ratepayers' Association of York Township will be submitted at the regular monthly meeting of the committee on the 27th inst. at the home of Mrs. J. H. Miller, 1400 Bay Street. The committee is composed of Messrs. J. H. Miller, president, and Messrs. J. H. Miller, secretary, and Messrs. J. H. Miller, secretary, and Messrs. J. H. Miller, secretary.

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DANFORTH

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SIR ERIC GEDDES ADDED TO THE WAR CABINET

London, April 22.—The Daily Express announces that Sir Eric Geddes, the new minister of transport, has been added to the war cabinet, which will now have six members.

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Jury Returns Open Verdict on Co-Respondent in Reeveley Suit.

According to The London Times an inquest was held in Woking, England, on a headless body which was found on the L. and S. W. Railway tracks and identified as that of Capt. John Alexander Proctor of the 15th Battalion, Canadian Infantry. Evidence identified the body as that of Capt. Proctor, who was said to have fallen from the train on the night of the accident, but failed to return.

According to the evidence given by witnesses at the inquest, Capt. Proctor had gone to Liverpool to meet Mrs. Elsie Reeveley, Seymour Place, London, and returned to London with her. They spent the week-end together and left for Witley Camp on Monday. Lieut. MacGerrison said he traveled from Waterloo in the same compartment as Capt. Proctor and his companion, and that Mrs. Reeveley lay with her head resting on Proctor's lap. After leaving Waterloo, Capt. Proctor went to the lavatory and on returning to the compartment went towards his seat at the rear of the train. The next moment the witness felt a draught of air and saw the officer disappearing thru the new carriage door. Capt. Proctor found the decapitated body about half a mile up the track. Mrs. Reeveley said she had been asleep when the accident occurred and was therefore ignorant of the whole affair until wakened by a shock on the train stopped.

Divorce proceedings had been filed by Mrs. Reeveley's husband, a naval captain, and the divorce was granted as co-respondent. The decree became absolute on July 22. Capt. Proctor had been known as an impulsive and rather high-strung man, on whose mind the divorce proceedings had pressed considerably. The late captain was a young man of considerable means, whose infatuation for the fashionable Mrs. Reeveley not only led him into endless difficulties, with his superiors, but made him the subject of a court-martial in July of last year, from which he was fortunate enough to escape with a reprimand and orders to return at once to the front. Generally popular with his fellows, he was what was generally described as a "mad devil" that he was drafted responsible for his actions was an accepted fact by his associates. The jury returned an open verdict.

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Spring Overcoats

We carry a range of high-class Spring Overcoats in tweeds, checks and mixtures in all the new shapes for Spring --- Slip-on Coats, Raglan Coats, Chesterfield Coats in plain greys and mixtures and in homespun and Donegal tweeds. Price \$20.00 to \$35.00.

Military Trench Coats, \$20.00 to \$30.00. Civilian Raincoats, \$10.00 to \$20.00.

Headquarters for Men's Hats and Caps. Store Closes at 6.

The W. & L. DINEEN CO. LIMITED 140 and 142 Yonge Street, Toronto

THE DAY AT OTTAWA By TOM KING

Ottawa, April 22.—The train bearing Caesar and his fortunes—Caesar in his case being Sir Thomas White—went thru an open switch on its way to Ottawa this morning at the station of Elgin, in Sir Thomas' own constituency. It was a typical Toronto-Ottawa train, with many heavy sleepers and three private cars. President Hanna's car was well to the front and the house agent, because the train was listed so badly that the doors could not be opened and had to be forced with crowbars before the worthy president and Sir Henry Drayton and Lady Drayton could emerge. The car of the acting premier stood the shock nobly and did not leave the track. Sir Thomas was in his place in the house of commons when the house convened at 3 o'clock.

The train was a heavy one and the track in the locality of the accident is not of model construction. However, the scene with an inquisitorial eye, said that neither the weight of the train nor the construction of the road had anything to do with the accident. It was the old story of a switch at "half cock" that is to say, the switch was closed, but not locked, and the vibration caused the switch to become loose and it was hurled or scurried, but not locked, and the switch was hurled or scurried, but not locked, and the switch was hurled or scurried, but not locked.

Almost every businessman who has been asked to act as a host at the coming big banquet for returned soldiers at the armistice has accepted the invitation and has shown remarkable interest in the idea of getting the soldiers and the civilians together in this way, according to Capt. Donald who has the