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MONDAY MORNING MAY 19 1919

VOL. XXXIX.—No. 14,068 TWO CENTS

STRIKERS FURTHER TIGHTEN THEIR GRIP ON WINNIPEG

Hawker Starts From Newfoundland on Transatlantic Flight, Rival Crippled 40,000 CAR SHOP MECHANICS SEND STRIKE ULTIMATUM TO RAILWAY BOARD

AUSTRALIAN AVIATOR STARTS ON PERILOUS 1,900 MILE TRIP

Took the Air at 1.55 and Expects to Make Transatlantic Journey in Twenty Hours—British Birdman, Attempting to Follow, Broke Rear Axle of Machine and Was Injured.

St. John's, Nfld., May 18.—Harry G. Hawker, Australian aviator, and Commander Mackenzie Grievie, his navigator, are winging their way across the Atlantic tonight on the most perilous airplane flight in history.

When the Sopwith biplane passed from view beyond the hills to the northeast, headed for the open sea, it left behind with shattered hopes Hawker's English rival, Frederick P. Raynham, who had hoped to be first across in a Martinsyde plane to win glory and the \$20,000 prize of The London Daily Mail.

As the Martinsyde "taxied" along the uneven surface of the runway, preparatory to the take-off, a rear axle broke under its heavy load and the machine ploughed into a ground. Pilot and navigator were jammed in the wreckage, but apparently neither was seriously hurt.

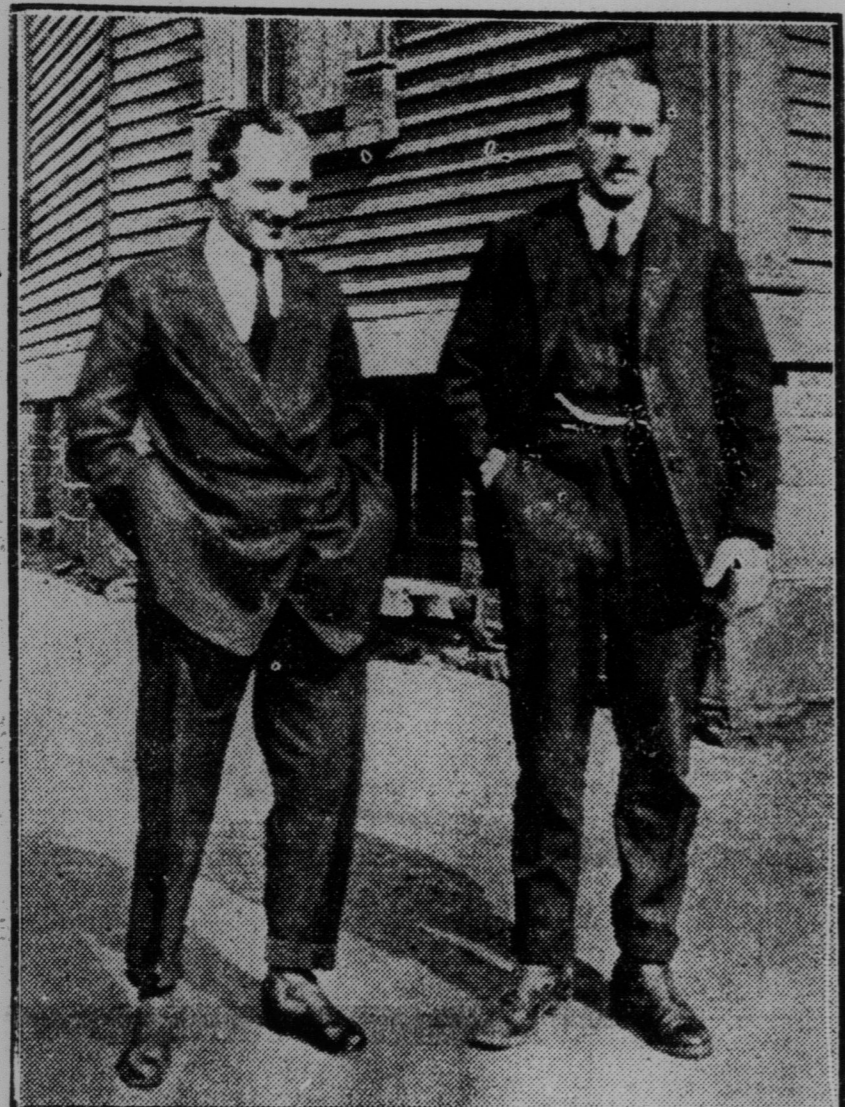
LIBERAL PREMIERS CONFER AT OTTAWA

Event Considered Significant—Gouin and Proudfoot Take Active Part.

Special to The Toronto World. Ottawa, May 18.—No little significance attaches to the conference now in progress between Judge McKenzie, the Liberal leader, and the visiting Liberal statesmen from all over Canada.

There were two conferences yesterday between the Liberal members of parliament and the visiting statesmen, and it was announced today that the interchange of views had been most satisfactory.

Great interest is attached to the movements and utterances of Sir Lomer Gouin. It is an open secret that strong pressure has been brought to bear upon Sir Lomer to induce him to join the Union government.



ON THE WAY TO EUROPE. Capt. Harry G. Hawker (left), who is piloting the Sopwith plane across the ocean, and his navigator, Lieut. Commander Mackenzie Grievie. This exclusive photo was taken at St. John's, Newfoundland, and shows the two aviators on their way to their hangar.

WHO WILL BE FIRST TO FLY ACROSS THE SEA?

LET us give every credit to the American naval seaplanes for their air flight across the Atlantic as far as the Azores by way of three hops: one from the coast of New York to Nova Scotia; Nova Scotia to Newfoundland; Newfoundland to the Azores. The final hop will be from the Azores to England or 1100 miles, or to Portugal 900 miles. Under good conditions this may be achieved today or tomorrow.

But an Australian in a British airplane left Newfoundland yesterday afternoon, and may land in Ireland today. Who will be over first? Only the man in the airplane, with a track behind, can win the fifty thousand dollar prize. The airplane is the more daring adventure. But who will get across first, prize or no prize? The American navy with all its stores and ships and men; with its highly trained navigators; with a track planned for the adventure.

If the Americans are first over, let us give them full honors. That nation laid the foundation of the airship when the Wright brothers discovered the gas, the up-bearing plane, a propeller worked by gasoline engine to drive the thing forward. Next came the steering gear, the rising and the dropping at will. Other improvements followed. Then the Americans fell back and men in the armies and navies of Europe took up the Wright invention, followed by one advance after another.

The American started the machine almost as a toy; but the Europeans did the development that made of the airplane the greatest new arm of war, an invention that is now rapidly on its way to become the swiftest, the most useful, the surest and safest means of transportation all over the world. We believe we are well into the era of great airships that will almost wipe out distance. The difficulties yet to be overcome are not greater than those that Stephenson and his successors completed all the physical obstacles that railway engineers took fifty years to overcome when they first began to build their lines, to drive, to rise, to drop, to steep—and these are well advanced—the thing is done. The railway train once arrived had to, and will forever have to, maintain a struggle against physical obstructions on land. And as Pericles said of the dead of Athens at Marathon, for the whole earth is their sepulchre, so can it be said of the flying ship, for the whole air is its field. Not there are things not to be done; but the airship is almost here; and Tenyson's dream of Locksley Hall is about to realize itself in the new world that came with the downfall of the Germans that had set out to dominate the world. These prophetic verses of the great poet of our time and tongue run in words as glidingly smooth and as elevated as a flight in the spacious reaches above:

Men, my brothers, men the workers, ever reaping something new; That which they have done best earnest of the things that they shall do; For I dipped into the future, far as human eye could see, Saw the Vision of the world, and all the wonder that would be; Saw the heavens fill with commerce, argosies of magic sails; Pilots of the purple twilight, dropping down with costly bales; Heard the heavens fill with shouting, and there rain'd a ghastly dew From the nations' airy navies shouting in the central blue;

INDIA'S WHEAT CROP BELOW THE AVERAGE

Ottawa, May 18.—A cablegram received from the International Institute of Agriculture today gives the official preliminary estimate of the wheat crop of India, just harvested, as 278,623,000 bushels, compared with 379,550,000 bushels in 1918 and 374,370 the annual average of the five years 1913-17. Crop conditions on the first of May were good in Ireland, average in Italy and Germany, mediocre in Alsace and Luxembourg, and bad in Greece.

SEAPLANE MISSING FOR FORTY HOURS

Two Safe at Azores But Flagship Being Sought in Dangerous Sea.

Washington, May 18.—Apprehension as to the safety of Commander John H. Towers and his crew of four men, who in the seaplane N. C. 3, had been lost at sea for more than forty hours, had begun tonight to displace the feeling of confidence among naval officials that the transatlantic flier soon would be found by searching vessels.

No word had been received from the N. C. 3 since 5:15 o'clock yesterday morning, when Commander Towers reported that his plane, the flagship of the squadron, was off her course some three hundred miles from the island of Pajal, Azores. Despatches from four Admiral Jackson, aboard the U. S. S. Melville, at Ponta Del Gada, Azores, tonight said a gale was sweeping the seas northwest of the Azores and that high waves were running.

With the N. C. 4 at Horta, groomed and ready for the next leg of the transatlantic flight, and the crew of the N. C. 1 safely aboard the cruiser Columbus at Horta, the navy with its vast force of vessels concentrated to aid in the transatlantic attempt, was bending all its energies to the finding of the lost flier.

The fog which, it is supposed, forced the N. C. 1 to the open sea when within a few short miles of Corvo, headed the objective point of the aerial argonauts, had been dissipated by strong westerly winds this morning, which increased to a gale by 9 a. m., and whipped up a nasty, choppy sea, the most menacing condition possible for a seaplane riding on the surface.

Messages received from Rear Admiral Jackson, late tonight, telling of the damage to the N. C. 1, caused by the heavy seas running at the time the plane was found, served to increase the apprehension felt for the safety of the crew of the N. C. 3. The lower planes of the N. C. 1 were badly damaged, one pontoon was entirely carried away, the right wing was badly damaged, the left wing ribs were smashed, and the elevators were smashed.

BOY WAS DROWNED WHEN BOAT UPSET

Five Out of Six Saved Themselves—Best Swimmer Perished.

Thomas J. Thompson, a 17-year-old youth, of 547 Pape Avenue, was drowned at 1 o'clock Sunday afternoon, and five companions had narrow escapes from being drowned, when a small "duck boat" in which they were rowing, upset in a bay near the foot of Morley avenue. The boys were rowing out to a sail boat which had been moored in the lake just outside the city, and were returning to shore. A peculiar fact in connection with the drowning was cited last night by Detective Crowe, who learned in his investigation of the drowning that Thompson was recognized as the best swimmer of the six.

Other Five. The following are the names of the other five boys who escaped with ducking: James Orange, 152 Carlaw avenue; Earl Lee, 1 Logan avenue; Herbert Mitchell, 513 Eastern avenue; J. Tompkins, 71 Oak street; and a boy named Smith, whose address the police did not ascertain last night.

Orange and Thompson had on many occasions carried off prizes in sailboat races at Regatta, and were going out to rig up Orange's sailboat when the accident occurred. They had secured Thompson's boat from a neighbor's house, and the four others asked permission to accompany Thompson and Orange on their trip.

TO AVERT STRIKE

In order to avert, if possible, a general cessation of industry such as is occurring in Winnipeg, the mayor has called a conference between the District Trades Council and the city fathers for 11 a. m. today, at which all parties may come to an amicable and co-operative agreement.

STRIKE-BOUND CITY HOVERS ON THE VERGE OF HUNGER

No Western Mail

Local postoffice authorities announce that they will not receive mail of any description for Winnipeg or the west.

SOLDIER RELATIVES LEFT IN IGNORANCE

Military "Muddling" Makes Notification of Names Farcical Task.

After nearly five years of war and six months of demobilization the administrative qualities of the Canadian staff are such that no system has yet been evolved by which relatives can with official certainty be notified of the coming of their soldier boys from overseas.

The situation in Toronto during the past month has been ludicrous, it being quite usual for trains to arrive full of soldiers and for the lists of names with notification of their coming to be handed to the papers after their arrival, while two days after the event telegraph despatches are so kindly informative as to say the boat has docked.

The climax is reached, when, lately, a boat arrived without any local military official being aware of the fact and a cap put to the climax, when, as occurred yesterday, the Canada whose only notification in Montreal with 900 flying officers and cadets on board, none of whom were expected on this side, the many days ago, had been sent that they were coming. Local authorities explain this by saying that, as the cadets were demobilized in England and are therefore only "retirees in uniform," they are under no necessity to take any heed of their movements, altho they admit that many enquiries have been made over the phone and in person concerning R.A.F. details.

At present a universal protest is rising from anxious parents, sisters and brothers whose first notification of a dear one's arrival is his desolate presence on the doorstep.

TO FORM REPUBLIC IN THE PALATINATE

Berlin, May 18.—According to the Rundschau, French propaganda in the Palatinate has resulted in the formation of a military guard composed of native citizens and the Rundschau declares, an independent Palatinate republic will be proclaimed Sunday.

RAILWAY MACHINISTS THREATEN WALK-OUT

Only Few Hours Given Railway Board to Grant Men's Demands or Seriously Hamper Transportation Thruout Dominion.

The latest news from the world of strikes is not encouraging. It was stated last night that all the Canadian divisions of the railway machinists have decided to walk out on Tuesday unless the Dominion railway board granted them an eight-hour day and increased pay. Such an action would not only affect Toronto, but the whole of the Dominion, and practically close every railway shop from Halifax to Vancouver. The large C.P.R. and G.T.R. shops at Montreal will be badly hit, to say nothing of the Toronto works or shops farther west. This determination on the part of the railway machinists has come somewhat as a surprise, and it practically holds a very big automatic revolver at the head of the railway board. The resolution passed at the council meetings of the Ottawa authorities before today for any practical purposes. The board may or may not be in session, and some members of it may be absent from the capital. At any rate, supposing the board can be called together at a minute's notice, they are not given many hours to come to a definite decision, as the men are apparently determined to stand by their resolution to cease work on Tuesday.

If the board should fail to satisfy the men's demands, 40,000 machinists will strike and over 4000 men will be added to Toronto's band of strikers. The decision of the board will be awaited with some anxiety. The much advertised trade unionist procession and meeting on Saturday could hardly be called a big success. It was said by those who were interested in its organization that at least ten thousand would participate in the meeting. Whether it was the baseball at the Island, the opening of Scarborough Beach, or the want of unanimity amongst the unions, it would be difficult to say, in accounting for the smallness of the attendance. There were not more than two thousand in the procession and five thousand would amply account for those in the park. In the procession was a large proportion of foreigners—they may be Canadians by residential qualifications, but they were of foreign origin just the same. This fact may account for the comparative smallness of the attendance as many of the trade unionists belonging to the older and substantial unions are daily raising a voice against the methods and open violent language some of these men are advocating. The foreign element in the trade unionist council for some time past have been gaining steadily in influence by the simple process of making much noise and gaining strength by the non-attendance at the council meetings of the more conservative "regular method" men.

Irrespective of the company's wishes in the matter, the manager still protested and the scene which followed resulted in him being lodged in jail. The strikers swore out a warrant for his arrest and he was taken to police headquarters and later remanded for a week. As yet little trouble has resulted. Winnipeg citizens are living in a state of anxious suspense. Speculation is rife as to what the outcome will be but as yet there seems to be no solution of the dispute. Both sides are standing adamant. Several, butchers and shops on Portage avenue were ordered closed, the proprietors being given friendly advice to the effect that they had better put up their shutters for a while. Most of them acquiesced with argument. Early yesterday morning a number of striking workmen held up a truck delivering milk to Grace Hospital, ordering the driver not to make his delivery. It is believed, however, that the strikers' committee is making arrangements to keep their institutions supplied with bread. At all times and the bare necessities of life. Just what the ordinary citizens of Winnipeg will do to get food is a matter of conjecture.

Nothing is brought into the city in the way of food or freight. All train crews arriving from east and west have refused to accept any shipments for the beleaguered city. Passengers arriving from the east have also felt the effect of the upheaval. Towels and other linen are at a premium on incoming trains and on one train arriving Friday night those on board were forced to use pillow cases for towels. It is impossible to change the linen in the Pullmans, owing to the fact that

(Concluded on Page 5, Column 2).