

BRITISH STRIKE MAY BE MULTIPLIED

"Triple Alliance" May Call Out Transport Workers and Miners in Great Britain

Strikers Restless at Government's Success in Running Railways

COAL SHORTAGE IS TIGHTENING

Fear That All of Coal Mines in South Wales May Close Today.

(Special cable to The Daily Gleaner.) London, Oct. 1.—With the government meeting increased success in running the railways blockade, indications today were that the railwaymen favored a call for help from the "Triple Alliance," (Railwaymen, Miners and Transport Workers), halting industries throughout the nation.

TRANSPORT WORKERS MAY BE INVOLVED

This was forecasted by a statement by Robert Williams, head of the Transport Workers' Federation, in calling a meeting for today. The Transport Unions are likely to become involved in the strike. Williams said, after a conference between transport executives and representatives of the National Railway Union. Anti-strike volunteers are constantly becoming more numerous. Many sons from London's leading families are serving as porters, watchmen and other unskilled workers, declaring they wish to help in the "defense of the principle of constitutional government," which they say is menaced by the strike.

Increased restlessness is noticeable among the strikers. Complaining against the government's use of military guards, one branch of the railway union has issued an ultimatum threatening to flood several tunnels and call out the tunnel pumpers, unless the soldiers are withdrawn within forty-eight hours. A new statement from the Transport Workers' Federation, in calling a meeting for today, reiterated that the food situation was satisfactory. The pinch from the coal shortage is tightening, however. A quarter of a million workers are idle in South Wales, and it is feared that all the mines will be forced to close today. Today the public anxiously is awaiting the result of the settlement of J. H. Thomas, secretary of the Railway Union, who declared: "Hitherto we have refused the other unions' offer to help, but I am not going to continue refusing. I have been driven to this fight. My back is against the wall."

Irish Railway Situation. Dublin, Oct. 1.—Irish Railwaymen are still awaiting instructions from the National Union. There is a great congestion of goods here, ships having curtailed their service between Ireland and England. A number of Irishmen are now standing at the fire doors in the big electrical power houses. Food Reserve Intact. Organization of food and transport service by the Government has proved most effective and the resumption of wartime rationing has worked smoothly. The Food Ministry announces there is a general reserve of flour, sufficient for two or three weeks, and there is a plentiful supply of bacon and margarine. Further regulations issued to bring about greater economy on the part of the people, authorize the food controller to add two pence to the price of meat fixed early in the week, and forbid the manufacture and sale of fancy pastries. The Government has made an earnest appeal to the people to observe the utmost economy in coal and petrol, and to avoid the use of automobiles for pleasure riding. If this appeal does not bring a general response, the use of private cars will be prohibited and petrol will be sold only on license.

LIBERAL LEADER ON WAY TO P. E. I. Moncton, N. B., Oct. 1.—Hon. W. L. Mackenzie-King, Liberal leader, passed through Moncton this morning en route to Summerside, P. E. I. He was joined by H. J. Logan, ex-M. P., who with Mr. King will also address the electors of Prince county. This morning they go straight through to Amherst, and from there will motor back to the railway connecting with the P. E. I. transfer steamer, arriving in Summerside this evening.

Says Halt British Workers Will be Idle Within a Week The Leader of the British Miners Declares that It is Fully Expected that the Mines, Steel Works, Shipyards and All Factories Will Shut Down.

London, Oct. 1.—(By the A. P.)—James O'Grady, a labor leader, and a member of parliament for East Leeds, said on entering the conference of the Transport Workers' Federation this forenoon: "Something very important will happen. I hope this conference will succeed in effecting a settlement."

Robert Smillie, leader of British Miners and one of the sponsors for the movement demanding direct action in the recent labor congress at Glasgow, predicted this morning that fifty per cent. of the manual workers of the country would be idle within a week. He declared he expected the mines, steel works, shipyards and all factories to shut down.

British Civilians Who Are Thrown Out of Work by the Railway Strike to Be Paid Unemployment Allowances

LONDON, Oct. 1.—(By the A. P.)—The Ministry of Labor announces that civilians who are not strikers and not members of unions supporting the strike will be paid unemployment allowances if thrown out of employment through the railroad strike. The rate for married men, or widowers with children, is twenty-five shillings weekly; for single men 15 shillings weekly, and boys between 15 and 18 years, 7 shillings, 6 pence.

J. H. Thomas, Secretary of the National Union of Railwaymen, declared last night that the strike situation was as strong as ever. He addressed during the course of the day fifty thousand men in the London district and declared he had "never experienced such determination." He said he was, however, still open to negotiations on conditions he had previously laid down, that the men of all grades should be treated the same as the Locomotive Engineers.

British Nobility and Men In High Places at Throttle Of Engines and on Motor Cars

The Organization of Food and Transport Service by the Government Has Proved Most Effective and the Wartime Rationing Has Worked Smoothly.

London, Oct. 1.—(By the A. P.)—Social lines, which in the past have been rigidly held in England, have broken down, for the time being at least, as a result of the railroad strike, which this morning entered on its fifth day. A duke was seen driving a motor lorry through the streets yesterday, while during the day an earl was in the chauffeur's seat in the motor bearing a convoy of fish from Billingsgate. The sixth Earl of Fort Arthington was among those whose names are found in the social register who are engaged in unloading perishable goods, milk and chums from a train, while at the Paddington station, Earl and Lady Droghda were among the workers. Frederick Henry Smith, son and heir of the first Baron of Colwyn, was the fireman on the Liverpool-London express when it rolled into this city today. The call for volunteers brought out members of the Cavalry club, the Guards club, the Air Forces club, colonels, majors, barristers and civil engineers. Men from these walks of life are now standing at the fire doors in the big electrical power houses. Food Reserve Intact. Organization of food and transport service by the Government has proved most effective and the resumption of wartime rationing has worked smoothly. The Food Ministry announces there is a general reserve of flour, sufficient for two or three weeks, and there is a plentiful supply of bacon and margarine. Further regulations issued to bring about greater economy on the part of the people, authorize the food controller to add two pence to the price of meat fixed early in the week, and forbid the manufacture and sale of fancy pastries. The Government has made an earnest appeal to the people to observe the utmost economy in coal and petrol, and to avoid the use of automobiles for pleasure riding. If this appeal does not bring a general response, the use of private cars will be prohibited and petrol will be sold only on license.

While the majority of London morning newspapers continue to urge the necessity of the public supporting the Government in fighting the strike to a finish and emphasize the cheerfulness with which the country is bearing the present inconvenience, the Daily News repeats its urgent appeal that the Government seek a "bridge to span the tragically widening gulf."

It says, among other things, the country's equanimity hardly survive an adverse decision relative to a strike by the transport workers today. "The supreme peril of the future," it continues, "is the facile optimism held by the people regarding the present peril. It is said the country is rallying to the Government's support, but what is happening is that the bourgeoisie are rallying around the Government. The very support the government is acclaiming is simply opening a wider fissure between the bourgeoisie and the artisans, and the lesson of what such a fissure may mean is written on the face of Europe in blood as yet hardly dry."

Referring to the prospect of other nations joining in the strike, the London Daily Mail says that "in view of the fact there are now five million trade unionists in Great Britain, it is futile to regard the strike as merely a contest with half a million railwaymen."

TURN BACK CLOCKS IN UNITED STATES

Some Uncertainty as to Date When Daylight Saving Will Come to End.

Washington, Oct. 1.—General uncertainty as to when the clocks of the nation may be turned back and daylight saving abolished seems to have resulted from the recent action of Congress in repealing the daylight saving act. In answer to numerous inquiries officials have pointed out that clocks may not be turned back until the last Sunday of October or October 26 at 1 a. m.

250 PRINTING PLANTS ABOUT NEW YORK IDLE

Establishments Nearly All the Magazines and Trade Journals Closed Today.

ABOUT TEN THOUSAND MEN ARE AFFECTED

A Battle Waged for Supremacy Over Alleged "Outlaw" Local Unions.

New York, Oct. 1.—(By the A. P.)—Two hundred and fifty New York printing plants, employing 10,000 men, and publishing nearly all of the magazines and trade journals issued in New York, as well as a large percentage of the books printed here, were closed today by a simultaneous "lock out" and "strike."

The lockout ordered last night by the Printers' League Section of the Association of Employing Printers, is supported by the International Printing Pressmen and Assistants' Union of North America, the American Federation of Labor body, which is waging a battle for supremacy over alleged "outlaw" local unions. The local unions involved are Pressmen's Union No. 51; Franklin Union No. 23 (editors); Paper Handlers' Union No. 1, and Job Press Feeders' Union No. 1.

The men affected by the lockout order assert that they are on strike because of the refusal of the employers to grant them a 44-hour week and a \$14 weekly increase in wages. The employers have issued orders that their plants are to remain closed until such times as they can be reopened with forces composed exclusively of members of the International Union.

CANADIAN CLAIMS AGAINST THE U. S.

Sir Joseph Flavelle Says that Our Manufacturers Are Getting Substantial Justice.

Toronto, Oct. 1.—That Canadian manufacturers have been "very substantially" done, that only twenty-five claims out of a total of 330 against the United States War Department were still unsettled, and that the Imperial Munitions Board, which as assessors of the Canadian claims against the United States War Department, have practically induced the board to write off the claims at fifty cents on the dollar.

Sir Joseph said: "If the Prime Minister requests me to reply to the questions I shall be very glad to give him the information. It is not for me to answer questions that come up in the House. Such questions should be answered only in the manner in which questions asked in parliament ought to be answered."

J. H. Knight, of the Knight Metal Products, was asked about the statement made. "Sir Joseph Flavelle is right in saying that out of 330 claims only 25 are outstanding, but he did not say that this 25 represented the major amount of the sum involved," was Mr. Knight's reply.

"The claims adjusted so far have been numerous but small, and no locks have been made for the simple reason that in most cases the manufacturers concerned are pressed for money and have been compelled by banks, etc., to take what they could get."

"The whole double is this: On March 2nd the United States Congress passed an act allowing two American officers to sit on the Imperial Munitions Board as assessors, to concur in the decisions of the board. This scheme worked out well at first, because the representatives sent to Canada actually did concur in the decisions made by Sir Joseph Flavelle and other members of the board. "On the death of one of the American assessors, however, and the appointment of two new officers, a marked change took place in the board. Instead of the former arrangement, the American officers took charge of affairs and Sir Joseph Flavelle sat in the background."

"Now the two American officers virtually say that the manufacturers making claims must accept their decisions. Take it or leave it. We may show our contracts, but they deliberately ignore these in making their decisions. Several manufacturers are getting a raw deal and some immediate action should be taken to change the policy of the board."

Hope Judge Gary Willing To Arbitrate Steel Strike

(Special despatch to The Daily Gleaner.) WASHINGTON, Oct. 1.—Hope of arbitration to end the steel strike hung today on Judge Gary, who was to appear before the Senate Labor Committee.

Settlement of the strike by this means will be proposed to Gary during the hearing today, Senators stated, in an effort to break the apparent deadlock. The Senate Committee already has the promise of John Fitzpatrick, chairman of the strikers committee, that the men are willing to return to work and submit their grievances to an arbitration appointed by President Wilson. They hope to get Gary's assent to the same proposal.

On today's developments depended the question of whether the Senate Committee will go to Pittsburgh for a first hand survey of the strike district. Should Gary express a willingness to yield to arbitration, the Committee planned to bend every effort in that direction, and abandon plans for further investigation. RAYMOND CLAPPER.

British Transport Workers To Decide Today Whether They Go Out in Sympathy Strike

Premier Lloyd-George to Meet a Delegation of the Transport Workers This Afternoon and It is Still Hoped that an Agreement May Be Reached.

London, Oct. 1.—(By the A. P.)—Premier Lloyd-George today signified his willingness to meet delegates from the Transport Workers, whose representatives were in session during the early afternoon to decide whether a strike of their 225,000 members should be called to support the Railwaymen's nation-wide strike.

At the conclusion of the first of the Transport Federation meeting, which adjourned shortly before two o'clock until five p. m., it was announced by Robert Williams, General Secretary of the Transport Workers' organization, that the delegates had unanimously reaffirmed that the strike was purely a trades union affair regarding wages and conditions of work.

It has been asserted by the British Press that the Railway strike had political motives behind it, and Premier Lloyd-George in a statement on Saturday last declared the Railwaymen were being "used by extremists for sinister purposes." It was arranged that eleven delegates from the Transport Workers conference meet the Premier at three o'clock.

Strike Situation Today. London, Oct. 1.—While the delegates of the Transport Federation were assembling today to decide whether the 225,000 workers they represented should go out in sympathy with the striking railroad men of Great Britain, the Government's official report on the situation, issued at noon, announced a continued improvement in actual conditions.

The train service had been bettered, the communique asserted, more than 800 trains having been run yesterday, inclusive of those in operation in the subway service. Additional railroad men had returned to work, it was declared.

"Arrangements have been made to replace the bus men and the tramway men should they strike," the statement announced. It was added that the movement of food was proceeding remarkably well.

The meeting of the Transport men marked the most critical moment so far in the labor situation brought about by the railroad tie-up. The meeting was attended by representatives of other organizations, invited by the Transport men. These included Amalgamated Engineers Federation, the Shipbuilding and Engineering Trades, the Printing Trades, the Electrical Trades, the Railway Clerks, the new Postal Federation and the National Federation of General Workmen. Most of the labor members of the House of Commons also were present.

It was expected that the Transport Workers would demand a general strike by all trades, but a considerable difference of opinion existed among some of the delegates being inclined to ask for a ballot of the members of the organization before reaching a decision.

J. H. Thomas, the Railwaymen's leader, on entering the meeting, said he was still using all his influence to confine the dispute to the original participants, the Government and the Railwaymen. Enormous crowds gathered outside Caxton Hall, where the Transport Conference was being held. Whenever any of the delegates showed themselves they were asked by the onlookers how the proceedings were going. Most of the delegates so approached expressed the opinion that conciliation was possible.

EFFECT OF BRITISH STRIKE ON SAILINGS

Liverpool, Oct. 1.—Consternation prevails here as a consequence of the order of the United States Shipping Board in stopping the clearance of vessels for England, owing to the strike.

Officials of British Atlantic lines declare they will not suspend their sailings and will do their best to maintain the volume of food imports as long as they obtain coal. The Shipping Board's action is merely reported in newspapers here without comment, and outside of shipping circles has not attracted much attention.

getting a raw deal and some immediate action should be taken to change the policy of the board."

PROSECUTION OF PROFITEERS IN FOODSTUFFS

Law Enforcement Officers in Both the United States and Canada Get Busy.

RETAIL GROCERS IN REGINA PROSECUTED

Charged With Infringing Board of Commerce's Order in Regard to Sugar Profits.

(Special despatch to The Daily Gleaner.) Washington, Oct. 1.—Prosecution of food profiteers by law enforcement officers of all States will be planned next Tuesday, at a conference of State Attorneys General called by Attorney General Palmer.

Palmer acted in co-operation with the American Bar Association, before which he appeared at a recent convention to discuss his campaign, begun August 1, to reduce living costs. Framing of uniform anti-profiteering legislation for all States will be discussed. The conference is expected to put new life into the campaign which has not yet stayed the upward trend of retail prices. Labor department reports showed that during August retail prices of 22 articles jumped one per cent, while, according to agriculture department figures, prices paid farmers decreased 3.4 per cent. RALPH F. COUCH.

Prosecute Retail Grocers. Regina, Oct. 1.—Five retail grocers in Regina are to be reported to the Attorney General's department for infringing the order of the Board of Commerce regulating the profit on sugar to one cent a pound.

Sugar at Twenty-Cents. Edmonton, Alta., Oct. 1.—With but few exceptions, retailers in Edmonton have disregarded the order of the Board of Commerce that the retail profit on sugar shall be limited in all cases to one cent a pound based on the last listed price at the refinery, plus freight charges, according to information presented to the special board inquiring into the sugar shortage in this city.

S. W. Field, local representative of the Board of Commerce, began his investigation into the high cost of buying yesterday morning. Only one case of "profiteering" was charged, which "sugar" was sold at twenty cents a pound last week to chance customers and at two pence for thirty-five cents to regular patrons.

Submit Claims to Arbitration. Board of Conciliation Appointed on Wage Demands, Canadian, Telegraphers.

Toronto, Oct. 1.—The demands of the eighty telegraph operators of the Canadian Press Limited in regard to wages and conditions of labor have been submitted to a board of conciliation.

O. O. Knowlton was appointed the representative of the Canadian Press, and W. M. Kennedy of the operators. These gentlemen did not agree upon a chairman and yesterday the Minister of Labor appointed Sir John Wilson.

NEW STEAMSHIP SERVICE.

Ottawa, Oct. 1.—The Canadian Trade Commission announces that direct steamship service has been established between Canada and Norwegian ports. It is being inaugurated by the sailing of the steamer Ransford, which sailed from Scandinavia September 26th for Montreal, and is billed to return about October 15th.

Board of Commerce Allows Increase in Price of Milk

The Consumers at Toronto Will Now Receive Only Thirteen Tickets Instead of Fifteen, as Formerly for One Dollar—Increase Amounts to \$1,401,600 a Year.

Toronto, Oct. 1.—(By the A. P.)—Under an order of the Board of Commerce the price of milk will be increased here today. Instead of fifteen tickets for one dollar, the consumers will now receive thirteen tickets for the same sum. The total consumption of milk daily in Toronto is estimated at 384,000 pints, so that the increase will amount to \$1,401,600 a year. The Board of Commerce permitted an increase to the farmer of forty-five cents a can.