

"Striking" History.

WILL THE STRIKE WEAPON BECOME LESS POPULAR.

When Tortelier, the famous French socialist, first conceived the idea of a general strike, he doubtless never thought of the devastating effect the weapon would have on its users as well as their opponents. However, the French Syndicalist, M. Georges Solret, who possesses the honour of popularizing it, was fully aware of its uses. He at once described the general strike as a myth, and was fully aware of its gliding effects, going so far as to say it must never be used, or it would undoubtedly do more harm to the party than to the community.

He knew full well that the strike which succeeded must certainly ruin the country it concerned, and bring terrible devastating poverty on the strikers themselves. The truth of this statement is proved when we consider the general strike of 1917-18 in Russia, which led to revolution and killed all prospects of industry for many years. On the other hand the strike which failed gained nothing for its negotiators save the distrust and antagonism of their fellow citizens.

A Record of Failure.

We find that the national strike has been a useless weapon, possessing a remarkable record of failure.

Sweden was the first country to be passed by an industrial crisis of this nature. In 1909 a dispute arose in the wood pulp trade, and immediately the other workers came out in sympathy, bringing the nation to a standstill.

Every worker downed tools. The very street traffic stopped. There were no road-sweepers and no travel-lifts. The streets and houses had neither electric-light nor gas, while the telephone service was useless. The citizens even had to depend on rain for their water supply.

The nation was held as if in a vice for a month, until a leading spirit in the land rose up to hand his brethren together to put a stop to the strangling.

The counter-stroke of action had the desired effect. A voluntary civilian watch and a vigilance corps were formed with headquarters scattered over the stricken areas. Those who joined were drawn from all classes; they undertook all the vital public services, such as street cleaning, working the gas and electric generators, and repairing the transport system, which was immediately brought to life, enabling the food supply to be distributed.

In a short time everything was working as smoothly as before the direct action had struck its blow at civilization.

How They Do It Overseas.

In 1913 South Africa had a truly terrifying experience of the general strike. The miners' strike at Witwatersrand began in 1913, and rioting and arson broke out over the district in Johannesburg, and along the coast.

In January, 1914, the men of the United State railway came out on a lightning strike in sympathy with the others in mine.

It was rumored that a general strike was to be declared on a certain day at midnight. General Botha, then Prime Minister, took a daring course of action to prevent the strike.

Next morning he had enrolled and organized a immense body of armed burghers who patrolled the city and all the towns to keep order.

Special laws were made to prevent the existence of crowds, and that same morning the ten organizers of the strike were arrested and smuggled out of the country to England.

In August, 1917, Australia was paralyzed by a general strike, which began by a grievance among the railwaymen and tramwaymen in Sydney. Naturally the Government determined to fight the strike, and called for volunteers, with remarkable results.

It will be remembered how school-boys and students ran the tramway services, while farmers and clerks came forward to work on the docks.

Organizing the Nation.

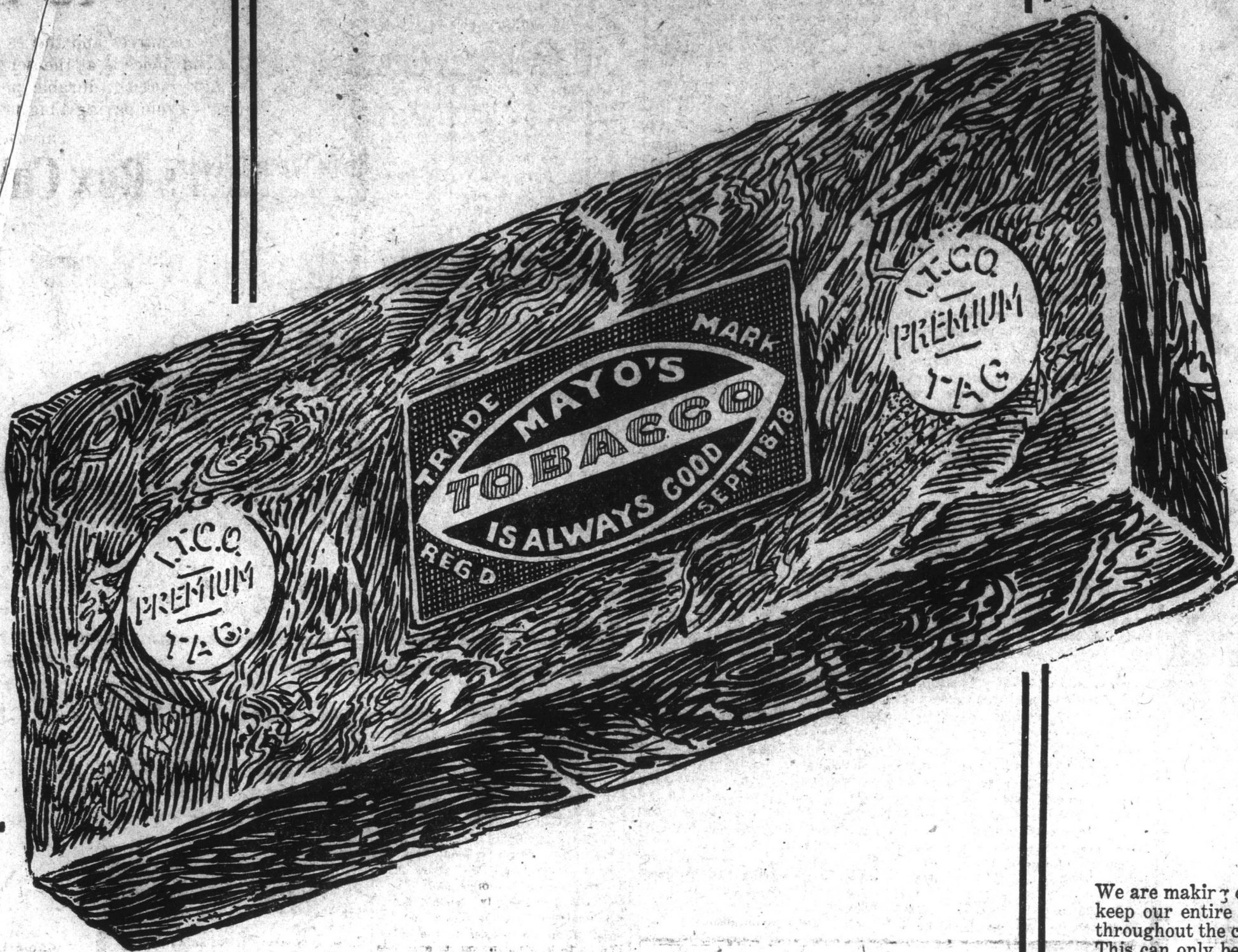
So efficacious were the methods of the strike-breakers that work was resumed by all concerned within five weeks.

When France had trouble of this nature as recently as last year, the Government's prompt action quelled the impending stoppage by prosecuting the officials of the Confederation of Labor, which was organizing the strike. Thus the men lost their controlling centre, and soon went back to work. On a previous occasion, when French Labor came out, the Government called up the men on the reserve and immediately neutralized their action.

The recent organization of British strikers and the way the nation has coped on during industrial crises are striking examples of how a strike, no matter how widespread in its interest, can be overcome by energy, initiative, and common-sense.

The day is not far ahead when the strike will be cast aside as a useless weapon. That, at least, is the opinion of many of the wise men of London.

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**C. G. S. Stanley
Reported Sold.**

There is a report current in shipping circles that the steamer Stanley, of the Marine and Fisheries service, may be taken over by the Reid-Newfoundland system, and there is also a rumor that she will be sold, that the steamer Dillard will be laid up for the winter months at least, and that Captain Joseph Bids, of the Stanley, will take charge of the steamer Arammore, with Captain Bayers, of the Dillard, as first officer, and Mr. LeBlanc, also of the Dillard, as second officer.

The Arammore, it will be remembered, went aground on the Labrador coast winter before last, while proceeding to the Straits of Belle Isle, and was taken the next spring to Quebec, where she was repaired. This summer she was chartered to a private company, but is now working for the P. E. Island agency of the marine department and will be through there when navigation closes about December 1. The report is she will then proceed to Halifax to be employed by the marine agency here until next spring.

It is also stated the Lightship Lower Traverse, now undergoing changes in order to be utilized as a lightship in the St. Lawrence, will only proceed to Quebec this fall and will not go on the station designated until spring. The crew taking her to Quebec will be paid off on her arrival there and sent back to their homes in Halifax.

It is also stated, though not vouchsafed for, that the Halifax Lightship, now at Heath Point, at the entrance of the river St. Lawrence, will not come to Halifax when navigation closes, but will winter in Princess Louise Basin, Quebec, and return to Heath Point in the spring.

Marine department officials, when questioned about the above, could neither confirm nor deny the reports, but a well informed shipping man said that they were well within the line of probability.—Halifax Herald, Sept. 3.

AGE AND BITTERNESS.

Too many men, when they grow old, are prone to sit around and scold, and view things with a pessimistic eye. They spend the long hours heaving sighs, and everything that meets their eyes is void of worth and charm. I too am old and oft I feel so tough I'd like to raise a spile of sorrow and dismay; distressed by rheumatiz and gout, I'd like to tell the world about a golden yesterday. But when I take my lyre in hand, to celebrate a past long faded, I feel that I am wrong; the world is still a fine resort; the fact that makes me kick and snort is that I've lived so long. The world is right side up with care, and old men shouldn't tear their hair, and say it's slipping cogs; it still rolls on around the sun, and girls and boys who have their fun aren't going to the dogs. We all admire the fine old guy who views the people going by, and views them with a grin, who joins the laughter of the young, and doesn't strain a withered lung to prove that mirth's a sin. But if an ancient gent is sore and sits beside his cottage door to prove all things are wrong, he finds he has a lonesome job, for no one cares to hear a sob when he can hear a song.

How Miners Work.

The pit bottom in a colliery is high roofed and roomy. When the miner steps out of the cage it is here that he stands for a minute or two waiting for his eyes to become accustomed to the darkness.

Until he has what he calls his "pit eyes," it is unwise to proceed, for the light given by his safety lamp is so dim, owing to the gauze cover, that it merely makes darkness visible.

Presently he tramps off to his stall, which may be a mile away, and after interviewing the "ovsman," he himself examines the roof to see if it is safe, and tests the place for gas.

All being right, he sets himself to "bolting"; that is, cutting away the shale from underneath the seam of coal. This brings the coal down and the next task is to load the "tram," the small wheeled truck which runs on rails and carries the coal to the bottom of the shaft.

Trams must be loaded with clean coal, or there will be trouble.

When the tram is loaded, the collier chalks upon it the number of his stall. This is so that the weigher and checker may know where it comes from, and that he himself may be credited with proper weight.

In the North special men are employed to do what is called the "dead work"; that is, setting the props and pushing up the rails. But the Welsh miner is proud of his ability to do all this sort of thing by himself.—Pearson's Weekly.

MOTOR CAR OWNERS—A few Tires left, selling very cheap to get clear of them, 32 x 4, 33 x 4, 34 x 4. E. D. SPUR-RELL, 365 Water Street, cod. 11

Edward's Lintment used by Physicians

The Big Round Moon.

WHY DOES IT APPEAR SO BIG? CAN YOU SAY?

The big round moon which we see rising in the east at certain times has been a mystery to scientists for hundreds of years.

What they cannot find out with complete satisfaction to themselves is why it should look so big on the skyline and so small by comparison when it has been risen for a few hours.

The mystery is deepened by the fact that there is no difference in the size at all when the low-down moon and the high-up are photographed or measured with suitable instruments. It is only the human eye that shows any difference in the size!

Indeed, even the eye can be made to prove that the big horizon moon is a

deception. And in this way: You

make a narrow paper tube about a foot long and with one eye look through it at the rising moon. The bigness will disappear as if by magic; you see only an ordinary moon.

But next close the eye at the tube and with the other again look at the

moon; it is of an enormous size. The

deception has returned. There have been no end of attempted explanations of this mysterious appearance, but none has so far been entirely accepted as satisfactory.

Some students of the mystery think that the moon is magnified by the haze

that usually clings about the horizon;

others that the frosty night air magnifies it, arguing in favour of their theory that the bigness is always more noticeable in autumn and winter.

But perhaps the most popular of all the explanations is that the increased size is due to our ability to compare the rising moon with objects, such as trees and buildings, between it and the eye.

It is curious how so many people are quite content to take this as the true "explanation." Yet how would they account for the low moon being just as much enlarged when seen over a wide stretch of sea with not a ship visible in between?

Stafford's Prescription "A" will cure that uncomfortable feeling caused by indigestion and Dyspepsia. Price 35 and 70c. Postage 10 and 20c. extra.—226,47

Fish Dealer**Lost Bank Roll.**

An elderly man named Sheehan, a representative of a Buxford Me., concern of fish dealers, who arrived in North Sydney yesterday on his way to St. Pierre, last night fell in with a party of good fellows, drank too ardently of the stuff that cheers, and in the end was relieved of his bank roll amounting to \$40 and a certified check for \$1,000, payable to himself.

Sheehan early in the evening joined the company of a party of North Sydney toppers and visited several places in the town across the water where he drank liquor. His recollection of his tour about town to-day is vague, but he knows that last night he had \$1,400 and that to-day he has not a cent. The police are investigating the case.—Sydney Post.

Fads and Fashions.

Velvet will be very smart for fall wear.

Quite a few suits and coats are belted.

The bouffant silhouette increases in favor.

The popular blouse follows Russian lines.

Front trimming is a fall millinery note.

MR. H. W. STIRLING will resume lessons in Organ, Piano, Singing and Theory on Tuesday, Sept. 13th. Pupils of all grades received. Further particulars on application. Studio: 29 Victoria St.—5.5.9.12.13.15