

General Strike ON IRISH RAILWAYS.

Complete Tie-Up at Queenstown and Cork.

DUBLIN, To-day. A mass meeting of railway employees was held last night and a resolution was adopted in favor of a general strike on the Great Southern and Western, the Great Northern, and the Midland Great Western, the three principal railways in Ireland. So serious do the authorities regard the situation that the Dublin regiments, absent on practice, have been ordered to return to the city. Little violence is yet reported. The Dublin mounted police are guarding the railway stations. The question of increase in wages for shorter hours does not enter into the present trouble. The strike is due to the refusal of the three railways to accede to the demand of their employees that the railways shall decline to handle assignments of coal from firms. Involved in disputes with their employees, the company being entirely unable to handle the incoming supplies. At Queenstown yesterday, the whole staff of the station, except the Station-Master, quitted their work at one time. The same thing happened at Cork, completely tying up the traffic.

More Trouble in China

SPECIAL EVENING TELEGRAM. PEKING, To-day. The Anti-Railway Loan movement has given rise to scenes of an increasingly dangerous character and the Government, concerned over the recent meet of the anti-loan agitators in Hong Kong resolved to organize and strengthen its position in the provinces and to have the Peking palace and the residents of officials protected by extra guards.

A Railway Die-Hard.

LONDON, To-day. Lord Claud Hamilton, Chairman of the Great Eastern Railway has declared his belief that the settlement of the recent strike by the appointment of a Railway Commission was inopportune. His personal desire was to fight it out. He was satisfied that four days more would have seen the termination of the strike, for soon the men would have deserted the strike leaders and hurried back to work. Under no circumstances would he recognize the Amalgamated Society of Railway Servants. Since the Socialist element has obtained a majority in the Executive Councils of the Trade Unions and become aggressive and militant, threatening great danger to the liberties of the industrial population and to the commercial prosperity of the country.

McMurdo's Store News.

TUESDAY, Sept. 19, 11. Colds, which are likely to be prevalent during this damp weather, can usually be checked or prevented altogether by the use of our Formalin and Cinnamon Lozenges. These lozenges have great detergent and antiseptic qualities, and destroy the germ which causes inflammation of the mucous membranes of the nose and throat. Price 25c. a bottle. Muscular and nerve pains of rheumatic or neuritic origin are promptly relieved by the use of McMurdo's Chilly Paste. This paste is one of the most efficient counter irritants and rubefacients to be had. It is equally valuable for cramps, "growing pains," etc. Price 25c. a bottle.

Still Unheard Of.

The young man John Fitzgerald of Barnes Road, who was reported missing to the police last week, has not been heard of since. A man who was on A. J. Harvey & Co's. promise when the Adventure was leaving says that he saw him on the deck of that ship. If he is on board Capt. Couch would not trouble about wiring as to his presence on the ship unless asked. This was not done, of course, if the man went in the Adventure he will return in her.

WORK PROGRESSING. — Work on marine railway dock at Harbor Grace is progressing rapidly and a large number of men are now employed on it. Hundreds of piles are already driven and it is hoped to have the dock open for business it is said by November.

Anglicans Will Seek Union.

LONDON, Ont., Sept. 14.—The General Synod assembled the Church of England of the Dominion of Canada last night passed a resolution to seek union with other churches. The resolution was adopted after a long debate which, commencing in the afternoon session, occupied the major part of that session and most of the evening. Rev. Principal Rexford of the Montreal Diocesan College gave the following resolution which was passed unanimously: "The General Synod places on record its earnest desire for Christian union, and as an end thereof recommends the clergy and laity to avail themselves of every opportunity of Christian co-operation, which does not involve a sacrifice of church principles. And that the clergy seek opportunity to confer with their brethren of other communions concerning the principles of church union."

A resolution that the delegates to the 1912 Synod at Vancouver be assessed \$10 to help defray the contingent expenses was carried, also that delegates expenses for meals while travelling be limited to \$2 per day. A message was received from the House of Bishops which read in brief: "We view with great anxiety the need of official religious instruction in the public schools in most of the Provinces of the Dominion the necessity of religious training as a basis to good citizenship and good morals was emphasized. A recommendation was made that parents give their religious instruction at home."

Why Not a Local World Champion?

EDITOR EVENING TELEGRAM. Dear Sir,—Just let me have a word in connection with local wrestling. How is it that we cannot have a good contest in connection with our own genuine Newfoundlanders, who are training from the end of the year to the other with strangers who come from all over the world? If reports are true, some of our local talent has repeatedly in practice put to the mortals who have taken hours of so-called hard work to be put there, from a spectator's point of view, we have in our midst half a dozen or more clubs which can produce the best possible calibre of men possible to imagine, such as Neville, Haytor, Marshall, Kavanagh, Stiek, Goodland, Stafford, Dunn, Cullen, Mordridge and others. Let us have an amateur night, and then have the best man tackle the champion. Now we have the belt with us, it's up to us to try and hold it. Why not have a champion wrestler from Newfoundland? We have the stock. Come to the front, boys, and don't let it go.

Yours truly, H. B. CHAFE. St. John's, Sept. 19th, 1911.

Here and There.

Apply Stafford's Liniment to the forehead for headache.—aug19,11

WEATHER REPORT.—Along the line to-day the weather is light and dull, temperature 48 to 52.

POLICE COURT.—To-day 2 drunks were discharged. In the Central District Court six civil cases were disposed of.

A SHOOTING TRIP.—Mr. J. Dart, of Whiteside, is going by the Fogota to-day to Old Perlican on a partridge shooting trip.

COLLIDED WITH STREET CAR.—A carriage driven by Mr. Fahey, of Petty Harbor, ran into a street car at Adelaide Street last evening. The occupants—Miss Fahey and Mr. Fitzhenry—were badly shaken up.

ROSALIND'S PASSENGERS.—The S. E. Rosalind sails at 6 p.m. for Montreal via Sydney, taking Sir James Winter, Mrs. Grey, Miss Morey, Miss Morris, Jno. Flynn, Mrs. N. W. Chown, 5 children and maid, Dr. Boyle and 13 steerage.

GOING TO SYDNEY.—The S.S. Bellaventure sailed to-day at 1 p.m. for Sydney and will make several trips there, returning with coal for the firm of A. J. Harvey & Co. Mr. Frank Woods supplied the ship with 3 union stokers and 3 trimmers.

THE MONGOLIAN PASSENGERS.—The Mongolian sails at 10 to-night for Halifax and Philadelphia. Her passengers for Halifax are: Mrs. R. Scriver nurse and child, Mrs. Lindsay, Miss N. Hunt, M. Sampson, B. Morgan. For Philadelphia: Miss A. Buckley, J. B. Ingham, F. H. Ingham, Mrs. Ezekiel, Miss Ezekiel, Mrs. Fahey, Mogue Power, H. Thomas, and 17 in steerage.

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GOOD CATCHES MADE. — To-day Bonne Bay reports that good catches of codfish were taken at Rocky Hr. and Trout River on Friday and Saturday. Squid is plentiful there to-day.

WORKING IN RUBBER BOOTS. — Some of the officials of the Post Office are working to-day in long rubber boots. The Board of Works should get the sewer repaired.

The Dockers' Point of View

Mr. Ben Tillett and Mr. Blatchford Tell What the Strike Meant.

Thanks finally to Mr. John Burns, President of the Local Government Board, the great strike at the Port of London, which threatened to break out afresh, has been settled, and the great industries of the river side are once more hard at work.

There is a bitter account of what the strike meant to those who organized it by Mr. Ben Tillett in the Clarion, a paper which has a circulation of over 60,000 a week.

It Grew Out of Despair.

"It just grew out of despair; the very madness of despair; almost hysterically the human cry of protest broke out," says Mr. Tillett. "We smothered it for a month, we leaders, we dictators, for we had not realized the real resentment and stubborn determination of the men."

"The employers scoffed at our exasperation. We simply told them what the employers thought of them. The men grew restive, then angry, and then the thought came to them like an inspiration: they would no longer labour. Sulky, by scores of thousands, they left their work. The work stopped—dead. Milk, ice, eggs, meat, vegetables, fruit, all manner of foods and necessities lay there, out of the public reach. The stream of London's food supplies were stopped. The Earl of Clapham, Lady Clara, Baron Houndsditch, Lady Fozzie, and Sir Isaac Rubens found the stream damned, and damned the stream; but it had stopped. The grand hotel, the West End shop, the patisserie stores, the busy market; M.P., councillor, peer, artist, man of letters, K.C., suddenly missed the things that had been so cheap—Labour's outpourings."

The Clock Stopped.

"The fission of Dumbdrudge, the benison of the horny hands had been to flow like the sun and the rain, rhythmically, clock with the fatal precision of the planetary bodies. Food came in the course of Nature. The slave knew his place, and the parasite knew his place; there was an ethereal beauty in such order; and things were so cheap. All at once the river stopped; the tide failed to rise; the empty barrows, the shins with equal kindness upon good and evil; the beautiful, divinely-constructed industrial clock refused to go.

"How often and with what a haughty unctuousness it had been demonstrated to Park Lane and Change Alley and Stockwell Park, and the New Cut, and the Mile End Road, that Labour was dependent upon Capital; that the iron law of wages was as immutable as the force of gravity, and that the great and gifted capitalists of industry made the wheels go round. And the clock stopped; and the Captains of Industry could not set it going, but sat sullen and sulky, looking exceedingly foolish. Labour had said 'No.' Labour had put its 'No' into action, and the immutable laws of economics were as futile as the empty barrows, the unshod engines, and the motionless cranes along the bank sides of the deserted docks.

What the Press Did.

"The action of the Press is typical. The Press might scold, and rant, and sneer; but the Press wanted paper! What would the world do without its halfeppenny oracles? What could the oracles do without paper? What would the advertiser say? The Press swarmed and blustered and bluffed; but the Press did not go to the Government, nor to the troops, nor to the captains of industry for its paper; it went, to the Strike committee of the working men. The Press, being a thing of wind and words, understood that wind and words will not lift and load and carry tons of paper reels; that must be done by hands; common, hard, vulgar hands. So the Press submitted to Tower Hill, and craved permission of Mob law. It was a lesson; it was a take down. It was, as the Press too well perceived, a portent. The Press swallowed the dose, but did not like it; made the most damnable faces, said rude words about the paid agitator, and the tyrannical Sansculotte, lordling, in Tower Hill. But the Press had felt a draught.

How the Strike Began.

"The history of the strike is interesting. We started our organization a year ago in Copenhagen; we licked it into shape about six months ago in London by the formation of the National Transport Workers' Federation. The dead heads and the wallers said it was impossible; but they came along, muttering failure. The transport workers' unions took up the idea, paid their fees, claimed a share in the deliberations, and then we sprung the claim of the dockers for 8d. an hour by day and is an hour by night on the astounded employers.

"Twenty thousand dockers, six thousand stevedores, six thousand lightermen, six thousand coalers, six

thousand wharf workers, four thousand granary men, forty thousand farmers, and ten thousand others joined; there was no work for tens of thousands of others. Transport was choked, the life circulation of trade was clogged. There are more men killed to the thousand in transport occupations than are killed in the twenty thousand of the average trades. But we have won."

Speaking in Southwark Park on Sunday, Mr. Ben Tillett said "that never had a strike been won as this had been. Most of them had gained a 20 per cent. increase of wages, and they were on the way to becoming an organization that could stop the entire work of the Port of London within an hour. Statesmen had come down to settle the strike with greater concern than they would have come down to settle a war with Germany."

"The If Tremendous."

Mr. Robert Blatchford, the Editor of the Clarion, in his own paper, thus gives his opinion as to the moral of the Dockers' Strike:—"This moral," he says, "has evaded the highly trained and ingenious intellectuality of Fleet Street.

"If the workers would stick together they would be irresistible. If that is what I call 'The If Tremendous.' A tremendous 'If' indeed."

"Now! Can my honourable confederates of the honourable Press see my drift? What is the moral of the strike? A hint of what would happen to London in time of war? No. The moral, put into the shape of a Sphinx-question, is 'What would happen to England if the workers could stick together?'

If Men Stick Together.

"What made the strike so remarkable? Why was it so sudden, so spontaneous, so successful? Why did it so alarm the classes and the Press? The answer may be given in one word: Federation.

"The various trade unions were federated. They stuck together. 'This London strike is the first battle of the new army of Democracy; it is the first great victory; but it is not the last.

"The workers have votes enough to return three hundred members to Parliament. They have money enough to run a daily paper.

"The strikers are simply availing themselves of the lessons taught by the most superior and class authorities on political economy," adds Mr. Blatchford. "Is not self-interest the strongest motive of mankind? Then why not of the dockers? Do not low wages, irregular employment, and dangerous work cause suffering and loss to the wives and children of the dockers? Do the other classes care a hang, or lift a finger to help?'

Liberty of Contract.

"And is not the golden keystone of the glorious arch of our faultless industrial system 'liberty of contract? Who dare question the Briton's right to bargain? Let the worker strike for higher wages; let the employer lock him out to compel him to take lower wages; and let the devil take the hindmost. There we have the great commercial and industrial charter, which has made proud England what she is," says Mr. Blatchford.

"And if for once in a way the golden rule works out so that the dockers is not the hindmost, what remains to be said?'

Flower Store Bulletin.

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Cab Fares.

THE CABMAN'S SIDE.

Dear Sir,—The cabman and his charges have been the subject of a lot of discussion the other evening. Being, one of the oldest cabmen in the city at present, I will, with your permission, Mr. Editor, give our side of the story and will leave it to the intelligent public to decide whether we are such desperadoes as one would think by reading some of the newspaper articles that have lately appeared. Twenty-five years ago, Mr. Editor, I as a young man started in the business with a square body wagon, and the whole outfit did not exceed \$200; but since then, in order to cater to the general public and meet the advance of the times, we have improved on them from year to year, and to-day every cabman plying in the city has a turnout that cannot be excelled in any part of the world. This talk of the cabman and his charges is started every summer by a lot of so-called tourists who arrive here from American cities. Some of these visitors are not to be classed with others, because I have often driven the better class and they understand and often told me how our horses and carriages stand up such a hard road as our American cities. Some of these visitors are not to be classed with others, because I have often driven the better class and they understand and often told me how our horses and carriages stand up such a hard road as our American cities. Some of these visitors are not to be classed with others, because I have often driven the better class and they understand and often told me how our horses and carriages stand up such a hard road as our American cities.

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