

LONDON GOSSIP.

LONDON, Oct. 13.
RAILWAY STRIKE RUNS ITS COURSE.

The national British railway strike of 1913 flashed upon the British public almost without warning and although its course was run in some ways it bids fair to be historical. It started at midnight on Friday, September 26th, and was declared off at four o'clock on Sunday, October 5th. The two organizations concerned were the National Union of Railwaymen and the Associated Society of Locomotive Firemen and Enginemen. Between them they have half a million members in good standing and a half million practically walked out to a man. J. Bromley, secretary of the Associated Society of Locomotive Firemen and Enginemen, and J. H. Thomas and C. T. Cramp, respectively secretary and president of the National Union of Railwaymen, were the outstanding figures of the strike on the men's side with Lloyd George and the Geddes Brothers—Sir Eric and Sir Auckland—on the Government side, as representing the railways through the two Government departments of Transport and the Board of Trade. Work has now been resumed on the condition that negotiations on the new standard rates are to be completed between the Government and the railwaymen before the end of this year. At the same time the present wages of railwaymen are to be continued until September 30th next year. So much for the dry-as-dust facts of the situation.

LONDON SETTLES DOWN.

London gradually settled down for a long fight when the strike broke out. On the fourth day of the struggle the improvement in the means of communication, especially by road and to a lesser degree by electric trains, was quite apparent. Still, the same time all the way through the essay to get to and from the office and the shop provided a fine test of London's determination not to recognize the inconvenience of suspended railway services. Only a small percentage failed to get to work. Everybody at first came by road, providing street scenes which were previously never equalled. The capacity of the augmented and slowly arising volunteer train services was sorely tried. With all the ordinary regulations against overcrowding relaxed it could never cope with the crowds who make the daily journey from the suburbs to the City. Vehicles of every kind poured in from all quarters and swelled the ordinary traffic on the main thoroughfares to proportions which the policemen at times found unmanageable. I have never seen so many bicycles in the City, the stream making north, south, East, and west in the evening, with city clerks and typists emulating the newspaper boys in threading the traffic being quite unprecedented. There was a revival of the use of Army motor lorries, and even those on the milk service were crowded. Enterprising motor hirers in many districts established services with charabancs. Local firms voluntarily lent their delivery vans, and few private motor cars were not overloaded. Thousands were cheerfully content to walk long distances, and the congestion on the pavements was as great as that on the streets. Everybody accepted the situation with good humour.

AND OTHER VOLUNTEERS.

Volunteers of all sorts came forward to help in driving motor lorries,

unloading goods and even in driving and conducting trains. Among the crowds waiting to be enrolled on one typical day at Grosvenor House as motor and engine drivers, signallers, and so on were officers on leave, demobilised officers and men, solicitors, business men with their own cars, and women with war service of one kind or another, all eager to do their bit. At Park Street and Norfolk Street the same story was told—more applicants than work could be found for. "It is a marvel," said one official, "that there should be in the country such a large number of men and women who by war service learned to drive motor cars and motor lorries." A great number of motor cars and motor cycles were offered to the officials of the Food Control. At the Portman Square centre Major Chambers informed me that quite a number of the "volunteers" had a knowledge of railways. Among the helpers at Paddington were Lord Drogheda, Lord Portarlington, Sir F. Tichborne, Captain Gilly, and the Honorable Edward Knollys. With other volunteers from the Guards' Club, they were engaged chiefly in unloading perishable goods and milk churns. Lady Drogheda was at the station at 4 o'clock in the morning, and for nearly eight hours drove food cars for the Ministry of Food. A purple armband devoted voluntary workers on the Underground Railways. Major Hamilton, M.P., Parliamentary Secretary to the Minister of Pensions, was one of a wide range of men training as motormen. Aviator Graham White was another. The London and North Western Railway express which left Liverpool for London with 500 passengers and a large mail one day was stoked by the Honorable F. Hamilton. H. Smith, son of Baron Colwyn, two journalists drove Tube trains, and those engaged on the District Railway included a colonel, a colliery manager, and a man of title. Lieutenant-Colonel Sherwood-Kelly, V.C., whose recent revelations with regard to Russia created a stir, was on the voluntary staff of "stable boys" feeding and watering the horses at the Blackfriars Station of the South-Eastern and Chatham Railway. The professional classes took their coats off and helped with zest alongside the manual workers.

WINSTON CHURCHILL'S JOKE.

At one point in the final negotiations the mediators withdrew to allow the railwaymen's representatives to consider the proposals of the Government, and gathered in an ante-room leading off the main corridor of 14, Downing Street, the official residence of the Premier. Labor Member of Parliament O'Grady entertained his colleagues to an Irish song, and some members of the company followed with a rendering of the "Red Flag." War Secretary Winston Churchill, sauntering along the corridor, came upon the singers. "Ah, gentlemen," he remarked, "harmony at last."

KING'S GIFT TO HIS DRIVER.

The King has a knack of showing appreciation of the good services of even the humblest members of his staff. Four chauffeurs, who made the long journey from Balmoral (Scotland) to London during the last two days of the railway strike, were received at Buckingham Palace, and thanked by the King for their work. Humphrey, the King's senior driver, who drove the King and Queen 540 miles on the journey, received the Medal of the Royal Victorian Order and a scarf pin in the form of a small crown of diamonds. Humphrey is the King's own regular driver. He is a

T. J. EDENS,

151 Duckworth Street,
(Next to Custom House.)

APPLES.

Due by S. S. Sable J.
Monday, Nov. 3, 1919.
100 brls. Kings—1's, 2's,
30 brls. Kings—Domestic.
30 brls. Blenheim—No. 1.

30 cases VALENCIA ONIONS.
30 cases CAL. ONIONS.

CAL. LEMONS.
CAL. GRAPE FRUIT.
PARNIPS.
BEETS.
CARROTS.
BANANAS.
CRANBERRIES.

Pre-War Flour.

(14 lb. sacks)
1000 sacks WHEAT.
1000 sacks FIVE ROSES.

Fancy Biscuits.

(Imported.)
APPLE BLOSSOM.
ICE BINGE.
PEACH BAR.
CHOC. DELICIO.
NELSON TARTS.
MAPLE DELICIO.
CHOC. C. BARS.
FANCY JAM JAM.
MARIA.
ARROWROOT.
SHORT CAKE.

100 pairs FRESH RABBITS
by Rail to-day.

T. J. EDENS,

151 Duckworth Street.

Claims That Made Me Gasp!

(By a Railway Official, in Pearson's Weekly.)

For some part of my railway career I was in the "Claims Department" of a certain great line eventually rising to be in charge.

It was an experience calculated to destroy faith in one's fellow creatures. Notoriously, quite reputable citizens think nothing of "doing" a railway company by travelling without a ticket or saying "Season!" without cause.

Certainly, in the matter of claims for lost or damaged goods or property all classes seem to consider the company "fair game."

Small wonder if their claims are usually resisted. With my own line—and I think the practice is general—the "Claims Department" has power to settle claims not exceeding £20 only. Anything over this amount must be referred to the General Manager, by whom it is usually referred back, with instructions to fight, settle or compromise for no more than so much. I remember, however, once settling a £1,100 claim on my own.

How We Settled the Cab-Horses. It was in respect of a number of cab-horses which had been in a collision, some being killed, others injured. It seemed to me that the claim of £1,100 was well in excess of the then market value of the average cab-horse. My own boss and the G.M. were both away. Being young and ambitious, I decided to see what I could do on my own account, fixing £700 as my limit. I found the claimant at his London home, and we chafered until there was only £50 between us—my maximum of £700, his minimum of £750. Meanwhile a friend of his, also in the cab trade, had come in. Taking a sporting chance, I agreed to his arbitration, and he decided in my favor. The claimant, however, backed out, and, disgusted, I left, accompanied by the "friend."

We were walking along when the claimant, driving a smart dogcart, overtook us. "Hi!" shouted the "friend," "come out of that and be a man." Claimant pulled up, descended, and in an adjacent hostelry the matter was settled. I got an official wiggling for my pains and promotion a few days later.

After I had become Claims Chief I received a demand for £5,000; one table, two or three chairs—anyway a few pieces of furniture damaged in transit. Five thousand pounds; antiques of great value, I surmised, and went down to see—some very homely bits of wood—plain deal, market value under 5s. Then I found that these common-place "antiques" were the original furniture of Robert Burns' living-room, which had been going about on exhibition.

However, as there had been no declaration of special value, the Company compromised for a few pounds.

Lost—A Lighthouse! Of course, things do get lost in an extraordinary manner. The old tale of the man who lost the big drum is pallid compared with that of the railway company that mislaid a lighthouse.

My own company, however, has nothing to boast of, for in my own experience we were nearly successfully accused of having lost a locomotive.

A Colonial Government had ordered thirteen locomotives from an English engineering firm, and it was arranged that when completed they should be hauled over our system.

Later the Government in question reported to us that they had only received twelve locos, and claimed a large sum for the missing one.

Our various officials had checked in and signed for thirteen engines—that was proved. High and low we searched for the missing one, but not a trace.

The Company was on the point of paying up when by a fluke it was discovered that the thirteenth engine had never been built. The "thirteenth" signed for was our own hauling locomotive.

STOMACH O. K.

Indigestion, Acidity, Sourness and Gases ended with "Pape's Diapspepsin"

Millions of people know that it is needless to be bothered with indigestion, dyspepsia or a disordered stomach. A few tablets of Pape's Diapspepsin neutralize acidity and give relief at once.

When your meals don't fit and you feel uncomfortable, when you belch gases, acids or raise sour, undigested food. When you feel lumps of indigestion pain, heartburn or headache, from acidity, just eat a tablet of Pape's Diapspepsin and the stomach distress is gone.

The cost is so little. The benefits so great. You, too, will be a Diapspepsin enthusiast afterwards.

Does 15 per cent. a year interest you?

If it does, ask us to give you the details of our guaranteed offer, whereby you get 33 per cent. earnings in two years and your money back, or if already satisfied as to our ability to make your money work for you, send us whatever amount you wish to invest on above terms.

J. J. Lacey & Co., Ltd.,
City Chambers.

START THE DAY RIGHT

with a cup of

Cowan's Perfection Cocoa.

At all good stores.

Distributors

P. F. FEARN & CO., Ltd.

June 28, 6m

SHOES FOR EVERYBODY

We are now showing some very fine New Fall Models in Footwear for Men, Women and Children.

Rubbers for Everybody!

We have just finished opening up our big stock of Rubber Footwear. Black Rubbers, Tan Rubbers, White Rubbers, Low Rubbers, Storm Rubbers, High Heel Rubbers, Low Heel Rubbers. Secure a pair to-day.



JUST IN:
LADIES' BLACK SATIN PUMPS.
LADIES' BLACK SATIN OXFORDS.
Just the thing for evening wear; also a big stock of Genuine Rhinestone Shoe Buckles.

Have you seen our New Styles in Ladies' High Cut Footwear? They're absolutely perfect models of High Class Footwear. Also a big assortment of Misses' and Children's High Cut Boots.



ALL MAIL ORDERS RECEIVE PROMPT ATTENTION.

F. Smallwood,

THE HOME OF GOOD SHOES.

218 and 220 WATER STREET, ST. JOHN'S.

Advertise in the Telegram.

For Husky Throat.

For the prevention and speedy relief of hoarseness or huskiness of the throat use

Mentholated
Bronchial Lozenges.

They quickly relieve throat tickling and irritation. Strongly antiseptic, absolutely harmless.

Price 25c. box.

PETER O'MARA,

The Druggist,
46-48 WATER ST. WEST.

NEWFOUNDLAND

Notice to Mariners.
(No. 5 of 1919)

HONEY POT ISLAND,
Entrance to Templeman and Newtown, Bonavista Bay.
LIGHT ESTABLISHED.

Position—On Honey Pot Island, at the entrance to Templeman, near Newtown, B.R.

Lat. 49° 10' 26" N.
Long. 53° 29' 40" W.

Character—A flashing Red Acetylene Gas Light, giving 12 flashes per minute thus:

Light	Dark	Light	Dark
0.5	4.25	0.5	4.25

Elevation—Height of Light from high water to focal plane, 23 feet.

Structure—A square wooden structure with sloping sides, painted White, Lantern Red.

Remarks—This Light was put into operation 15th October, 1919.

J. G. STONE,

Minister of Marine & Fisheries,
Dept. Marine & Fisheries,
St. John's, Newfoundland,
Oct. 20th, 1919. oct31, 19

JUST RECEIVED,
a shipment of

GOLDEN PHEASANT TEA.

M. J. O'Brien,
42 New Gower St.

PUBLIC NOTICE.

Revision of Jury Lists.

Persons claiming exemption from service on juries, persons who claim to be qualified to serve on a panel different from that on which they are entered, and all persons who have objections to offer to the panels or either of them, are hereby notified that a COURT OF REVISION of the Jury Lists for St. John's will be held in the Magistrate's Office from 9 a.m. to 2 p.m. on Tuesday, Thursday and Saturday of next week, and on Monday, Wednesday and Friday of the week following.

Police Court, Oct. 30th, 1919.
F. J. MORRIS,
Stipendiary Magistrate.

Newfoundland Postage Stamps.

WANTED FOR CASH—Used. We want to purchase for cash any quantity of Used Postage Stamps of Newfoundland, especially Caribon 1919 now in use, and will pay the following prices—

1c. value per 100	25c.
2c. value per 100	25c.
3c. value per 100	25c.
4c. value, each	1c.
5c. value, each	1c.

For higher values we will allow one-third each of the face value and take any number of these at above prices.

Stamps must be in good condition, not torn, damaged or too heavily cancelled.

We will also buy for cash all other values, issues, etc., of Newfoundland Postage Stamps. Send us all the stamps you have and we will remit promptly on receipt. We also buy West Indian stamps. Price 1/2 face on request. We are the Oldest and Largest Dealers in Postage Stamps in British North America.

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22 Spadina Avenue,
Toronto, Canada.

Many a Good Breakfast or Lunch in every package of

Grape-Nuts

Never a delay, never a complaint when this most appetizing of cereals is served.

Nourishing to the greatest degree.

Healthful to young and old.

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