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# The Toronto World

## BRITISH STRIKE A LIFE AND DEATH STRUGGLE

### Assumes Aspect of Test Between Relative Power of Government and Organized Working Classes—London and Other Great British Cities Have Quiet Trainless Sunday Like Those of Stage-Coach Days.

## BRITISHERS SPEND QUIET SABBATH IN ABSENCE OF TRAINS

Nothing Like It Since Times of Stage Coach Travel—Even Rush of Motors Stops to Save Petrol—London's Funeral Aspect—Steamer Passengers Held Up.

London, Sept. 28.—The people of Great Britain have not spent a quieter Sunday than today since the times of stage coach travel. With railway traffic gone and all great curtilages of trolley and street car facilities in the larger cities, most of the population had nothing to do but stay at home. Even the usual Sunday rush of motors along the country roads was missing, because car owners generally were saving petrol against the expected famine.

London was oppressed with funeral quiet, because there was little stir in the streets, except pedestrians. The seaside resorts were without their week-end crush of visitors. Towns remote from the large cities were without the Sunday papers.

Hyde Park was the centre of interest for Londoners. The gates had not yet been closed, but long lines of army motors loaded with milk cans and the mobilization of government petrol and other stores were reminiscent of war days.

Passengers Held Up. Great crowds stood about all day, but all were quiet. There were no demonstrations by the strikers against the official forces, which many expected. Incoming steamers filled with passengers are constantly arriving, and most of the passengers are unable to get to their destinations. Some of the companies have managed to distribute part of their passengers by motor. Several hundred who have arrived at Dover from Belgium are sleeping aboard the steamers. The passengers who got ashore had to handle their own baggage.

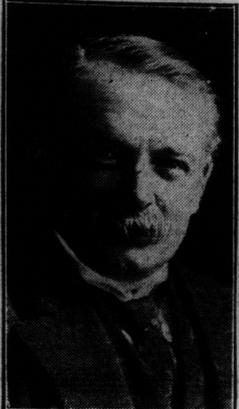
The first American steamer affected by the Adriatic, due at Southampton tomorrow.

The London & Brighton Railway has announced the suspension of continental service by way of Newhaven and Dieppe. Two boat trains from Folkestone, with volunteer crews, reached London this afternoon. The passengers were cheered by the bystanders, who helped them get their baggage off.

The government in an appeal to the country asks the public to assist in fighting the strike by the economic use of fuel, light and food.

Airplanes With Mail. The postoffice has announced that no parcels will be accepted save for local delivery. Several airplanes left for Paris, Brussels and Holland today, carrying passengers and mail.

The most important question engaging the public are how long the strike will last and how long the supply of coal and petrol will last. Apart from the heavy losses business firms



DAVID LLOYD GEORGE. Leading the British government's life and death battle against the railway strikers.

already suffered, the damage will increase progressively with each day of the strike. Some businesses are already demoralized, notably the theatres and newspapers.

Several theatrical touring companies, which play week nights and travel Sunday, are held up. One company came from Bristol to London by air plane, but left behind several of the women members who feared to embark on the air journey.

The Sunday papers were able to distribute only a fraction of the usual amount of papers out of town by the use of furniture vans, all the motors owned by the big department stores and many miscellaneous vehicles that could be procured, but the daily papers cannot depend on these sources.

Owners of motor cars are one class making enormous profits from the situation. Fabulous prices are being charged for out-of-town trips and legal taxi rates are ignored.

### RUMOR ABOUT BECK.

Reported He Will Run in London as Independent, Not as Hearst Candidate.

London, Ont., Sept. 28.—Information given out last night by a man high in the ranks of the local Conservative party, who has been asked to make a secret session of the executive of the Conservative Association was held Friday night when the executive was advised that Sir Adam Beck would run as an independent candidate in London and not as a supporter of the Hearst government. Sir Adam refused to be interviewed, but a statement that he would make a public statement as to his position within the coming week at Toronto.

## FIUME A MASS OF MINES ITALIAN DEPUTY STATES

Foreign Minister Makes Strong Plea For Unity With Allies in Dealing With Situation—Desires to Avoid Opposition to Peace Conference.

Rome, Sept. 27.—Italy must remain in unity with her allies, declared Thomas S. Tittoni, the foreign minister, in the course of his speech today in the chamber dealing with the situation growing out of the Fiume incident, in which he offered to resign in favor of any member who believed he could handle the problem better.

The foreign minister had gone over the course of the peace negotiations at Paris, paying particular attention to the status of President Wilson in his peace activities and pointing out that the Italian delegates had had to adopt an attitude of compromise because, while France and Great Britain had assured Italy of their support, they had avoided going beyond the point in which they would have come into conflict with President Wilson. The foreign minister went on:

"I should be a traitor if I did not recommend the avoidance of a course which would put Italy into open opposition to the peace conference, which would mean Italy's abandonment of the conference, with the loss of all the advantages coming from the peace treaties, with our complete isolation, with the renunciation of our position as a great power—the committing of a folly of which we would soon repent.

"If any one will rise in the chamber who is confident he could attain better conditions," Signor Tittoni went on, "I am ready to cede my place immediately in Italy's former enemies, country, thanking him for the relief from the heavy burden.

"It is indispensable that Italy be united and in accord with her allies. The alliance formed for the war must necessarily continue during the peace."

Democratic Evolution. Speaking of Italy's former enemies, the foreign minister said:

"We wish a democratic evolution to occur in Germany to obliterate any remains of Prussian militarism, we wish Hungary and Bulgaria to become elements of the peace and equilibrium of eastern Europe, while as for Austria, now that we have reached the point of no return, we wish to see the seat in the Ontario legislature for Southeast Toronto.

## DETERMINATION TO BREAK DEADLOCK IN STEEL WORKS STRIKE

Capital and Labor Utilize Sabbath, Laying Plans for Second Week.

By Associated Press.

New York, Sept. 28.—With both sides determined to break the apparent deadlock in the steel strike which developed at the close of the first week, attention today is focused on strategic points along the industrial battlefront, particularly in the Pennsylvania sector, where a distribution of approximately 35,000 employees of the Bethlehem Steel Company has been ordered for Monday morning. Both capital and labor utilized the sabbath in laying plans for the second week, which is expected by many leaders to produce a greater test of strength than the first. Employers of labor are marshaling their forces for a determined effort to reopen many mills and to increase the output of those which weathered the initial walk-out. Directors of the strike, on the other hand, are making efforts to rally more workers to their colors and to effect a virtual paralysis of the industry.

Yesterday passed quietly in the steel centres. In Allegheny County mass meetings called by union organizers were held without disorder under supervision of the sheriff.

Altho an atmosphere of expectancy was noticeable in districts affected by the strike, Saturday brought no material developments. Leaders on both sides apparently contenting themselves with marking time in preparation for Monday's offensive and counter-offensive. Saturday evening, a president of the American Federation of Labor, who left New York last night for Washington, predicted victory for the strikers, and added the promise: "The national conference to be opened in the national capital Oct. 6."

From Youngstown, a word that in the Mahoning valley, where every steel mill is closed, none of the companies planned reopening its plant.

Twenty-two ore carriers, anchored in the Detroit river last night because of congestion of lower lake ports, caused by closing of steel mills.

## Notable Incidents In British Strike

London, Sept. 27.—The general manager of the railroad plant at Birkenhead, on the Mersey River, opposite Liverpool, with his assistants, has been working the pumps since the outbreak of the strike in an endeavor to keep the Mersey tunnel clear of water. Cessation of the pumping for a few hours would result in flooding the tunnel, rendering the resumption of railroads service impossible for months. The task has been requested to aid in this work.

Thirty Australian soldiers were transported in motor lorries today to the Tibury docks, on the Thames River, where they embarked for the home front. The men were accompanied by their wives.

The business tram and taximen's union of London at a protracted meeting tonight, decided to suspend all Monday action as to whether they would join in the strike.

Earlier in the evening the secretary of the vehicle workers' union declared that it would be unanimously voted tonight to strike in support of the railwaymen.

The national executive of the Irish labor party and trades union congress issued a statement today approving the strike. The statement declared that the Irish railwaymen would take any action decided upon by the leaders, and warned workers generally to be ready to assist the railwaymen in every way possible.

The superintendent of the North British Railway reports partial service of the trains in Scotland on Saturday and Sunday which cleared a large number of passengers and a quantity of perishable goods, but there is no prospect of running the trains on Saturday. At a mass meeting of strikers in Edinburgh today it was announced that 90 per cent of the railwaymen in Scotland were out on strike.

Coming out, in many cases the men operated the trains on Saturday and Sunday in order to reach their homes.

According to the official notes of the conferences of the cabinet and railwaymen, J. H. Thomas, in conveying the decision of the men to strike, addressing the premier: "Our executive during your absence passed a resolution recording its appreciation of the fair and impartial way in which you endeavored to conduct the case from your side and the fair and frank way in which you endeavored to meet it."

### JOHN O'NEILL TO RUN

It has been learned that ex-Controller John O'Neill has consented to let his name go before the Liberal convention, when held, as noted candidate for the seat in the Ontario legislature for Southeast Toronto.

## TROUBLE BREWING IN GREAT BRITAIN MAY LEAD TO BLOODSHED, DECLARES LEADER OF THE RAILWAY STRIKERS

## ANARCHIST CONSPIRACY LLOYD GEORGE STATES

London, Sept. 27.—Premier Lloyd George, telegraphing his regrets that he would be unable to attend the soldiers' celebration at Carnarvon, says:

"In a long and varied experience I can recall no strike entered into so lightly, with so little justification and such entire disregard for public interest. The strike is not one in which it can be contended that the workers are seeking to bring fair wages from harsh employers, whose profits are believed to be excessive. In this case the railway men are dealing direct with the community.

"The state is now running the railways at a loss, due in the main to the enormous increase made in the wages of the railway workers since the beginning of the war, and also to the great reduction in the hours of labor. This loss is being borne by the general taxpayer, and will soon have to be passed on to the general public in the form of increased fares and charges. On its merits, the strike is inexplicable."

Describing the government's terms, as stated by Sir Robert Stevenson, Home, minister of labor, yesterday, as generous, the premier says:

"The dispute, such as it is, is about something which cannot possibly come into operation until next year; the nation is thrown into the dislocation of a hurried strike, without even a week's warning."

Pointing out that the men even declined to discuss the government's offer to consider any particular injustices, the premier declares:

"Every employer, every worker, is entitled to at least one week's notice to terminate contracts of service."

"The precipitancy of this action gives the impression of a deliberate and unadvised attempt on the part of some individuals to seek a quarrel at any cost," said Premier Lloyd George in a statement today on the nation-wide railway strike.

"It has surprised me it is not a strike for wages or better conditions," continued the premier. "The government has reason to believe it has been engineered for some time by a small but active body of men, who have tirelessly and insidiously to exploit the labor organizations of this country for subversive ends."

The premier continues: "I am convinced that the vast majority of the trade unionists of the land are opposed to this anarchist conspiracy. They can see the ruin and misery which has brought in other lands, and their common sense has hitherto guarded their organizations against the control of these intriguers. These men have made many efforts to get hold of the levers of trade unionism; so far, all their endeavors have ended in failure."

"There is no more patriotic body of men in this country than the railway men, and their conduct during the war demonstrated that fact. When they realize that they are not fighting for fair conditions for labor of their class, but are being used by extremists for their own purposes, their common sense will resume its sway and save the country, yet and their families from disaster."

"Meanwhile the interests of the nation and government have no alternative but to accept the challenge thrown down to society as a whole. They intend to meet this blow at the public weal with all their resources at the disposal of the state, and they look to the nation without distinction of class, for it affects everybody, cheerfully to bear the privations which will result from this indefensible strike, and give their aid to maintaining the fabric of social order, upon which the prosperity of the country depends."

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## First Day of Greatest Strike in History of Country Sees Complete Stoppage of Railway Transport—"Red Flag" Sung at Albert Hall Meeting—Men Are Determined.

Associated Press.

London, Sept. 28.—The situation on the railways is somewhat improved. For example, the London and South Western Railway ran a train to Portsmouth and Southampton this afternoon, hopes to run trains to the west of England tomorrow, and also to extend its restricted suburban service. The Brighton Railway ran four trains between London and Brighton yesterday. The manager states that a half-hour train service on the electric lines is already assured, as many are volunteering for service. The 8.45 Folkestone train left Victoria this morning as usual. A train left Euston at midday for Crewe because the driver lives at Crewe and wishes to return home.

It is expected the railways will be running with volunteer staffs within a few days. It is announced that a skeleton service, to deal with the most pressing passenger traffic, will start on most lines tomorrow. Schedules of these services in the London area have been issued. A train brought to London from the west of England this evening about 18,000 gallons of milk, and returned crowded with passengers.

London, Sept. 27.—The first day of the greatest strike in England's history passed without disorder, but with practically complete stoppage of railway transportation throughout the country. This far it has been, from a union standpoint, the most successful tie-up of industry ever recorded by warring labor.

Tonight a great mass meeting of railway men was held in the Albert Hall, at which James Henry Thomas, secretary of the National Union of Railwaymen, after the audience for an hour had sung "The Red Flag," delivered a heated speech of censure against the government, and declared that trouble was brewing which might lead to bloodshed.

Both Thomas and C. T. Cramp, president of the union, who had preceded him, asserted that the men were firmly behind the leaders in this great crisis.

President Cramp denounced the government statement regarding the purpose of the strike as a "deliberate lie." It was not the public with whom the strikers were at war, he declared; it was the people who were for the moment in the position of directing the affairs of the country.

"All the Powers of Hell." "All the powers of hell, the press, platform and perhaps the pulpit" would be stoked against the strikers, said President Cramp, but if they remained solid they would be victorious.

Both speakers denounced what they characterized as the government attempt to bias the mind of the public by saying that the strike was not in defence of union rights, but against the life of the community. Answering the premier's strong statement earlier in the day, that the strike was an anarchistic conspiracy against the government, Secretary Thomas declared that their proposals would be fatal to peace. He knew that trouble was brewing that might lead to bloodshed.

"My answer to the prime minister's challenge," said Mr. Thomas, "is that if he will now say to us officially himself, not influenced or intimidated by anyone else; if he will say, as head of the state, that he is prepared to concede the same principle to all railway servants, then the strike can cease at once."

Press With Government. Official pronouncements from government sources and bitter rejoinders from the railway executives, coupled with the attitude of the press, which is largely with the government, has surrounded the strike with a decidedly political atmosphere. The general feeling expressed by the newspapers is that the present struggle is a test between the relative power of the government and of the organized working classes.

A lengthy working report, issued officially tonight concerning Friday's conference between the government and railway men shows that Secretary Thomas asked for a minimum of sixty shillings a week for all workers. Mr. Lloyd George admitted that the railwaymen before the war had been "disgracefully underpaid."

A few trains, manned by non-unionists, pulled out of the London stations during the day. Several trains which left for the north tonight were stopped by pickets and the engines taken off. The passengers were left to camp in the cars. Trains of fish were left standing on sidings, and the contents spoiled.

Meat Supply Held Up. Liverpool's meat supply was held up at Birkenhead. At Hartlepool the steel works closed, and the iron works are damping down. Clerks worked the trains on a small stretch of the Great Eastern. One aged union fireman refused to strike because he had completed to within one day 50 years of service.

Several race meetings were abandoned. Sir Edward Carson was unable to open his home rule campaign at Belfast, because no train was available to take him from London.

The government has already mustered 1000 motor lorries for the transport of food and is by no means at the end of its resources in that direction. Offers of voluntary aid, as drivers and in other capacities, it is officially stated, are coming from all over the country, amounting to a quarter of a million. Many of the volunteers are discharged soldiers and women who had previously worked in the government transport service.

The first day of the strike resulted in

London, Monday, Sept. 29.—Some of the morning papers today express great confidence that the railway strike is doomed to failure. The Daily Mail is one of these. It justifies its prediction by saying that the strike leaders have greatly underrated the magnitude of the bus and tramway workers' strike, and that the public is dead against the strike.

Londoners are keenly awaiting the decision of the bus and tramway workers today as to whether or not they will go on strike. The Daily Mail quotes an optimistic official as saying it is improbable the bus men will strike, as the authorities will be able to get as many drivers as they desire from among the demobilized men, thousands of whom are skilled drivers and eager to secure jobs.

Woman Controls Food. The food distribution in London during the crisis has been placed under the control of a woman—Miss Elinor Hopwood—who has long been assistant commissioner in the ministry of food, and was previously secretary to a big commercial firm.

Miss Hopwood takes an optimistic view. She is not worried about the strike and says the government's appeal for volunteers to operate the railways and other services of the country is meeting with a big response.

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