

GENERAL STRIKE OF RAILWAY WORKERS IN BRITAIN PARALYZES INDUSTRY

"England's Black Saturday"—Public Opinion Solid in Its Condemnation of the Haste With Which Negotiations Were Called Off.

A despatch from London says:—The railway strike in London since midnight on Saturday indicates that the call for a general strike has been generally responded to, although in some centres with reluctance.

Public opinion, while not very well informed on the merits of the dispute between the National Union of Railwaymen and the Government, is at present solid in its condemnation of the precipitancy with which the crisis has been carried to a head.

"England's Black Saturday" is the special head in one morning newspaper, and in many respects the line summarizes the preponderant feeling of the moment.

During the last few weeks optimistic views had begun to prevail regarding post-war conditions in this country. Production generally had increased; the output of coal, particularly, had gone up. Though much unrest and dissatisfaction still endured, signs had been noted of a general tendency to settle down, and, in fact, to buckle down to hard work, which was required to start the nation afresh on the road to prosperity.

Some predictions, indeed, were being made that the temper of the country gave promise that the worst fears entertained about difficulties ahead during the coming winter would prove to be groundless.

The railway strike comes down upon the public not only as a bolt from the blue, but as a cold douche upon the hopes of a more industrial and commercial renaissance.

Now comes a war which threatens to bring the trade of the country to a complete standstill.

London, Sept. 28.—With over half a million men on strike, British railway services were today paralyzed from Land's End to John o'Groat's. In Ireland there is neither stopping nor even interruption. Lloyd George has spoken to-day, a message in which he ascribes the light and justified way in which the strike was entered upon to an anarchist conspiracy.

"The Government has reason to believe," he wrote, "that the strike has been engineered for some time by a small but active body of men who brought tirelessly and insidiously to exploit the labor organizations of this country for subversive ends. I am convinced that the vast majority of trade unionists of the kind are opposed to this anarchist conspiracy."

For months past there have been sporadic strikes in every industry. When one strike ended another was called. It is contended that revolutionary elements had planned a deliberate campaign to ruin the country, and that this was their strategy.

Hence the Government's decision to make an issue of the railroad question. Lloyd George drives home the point that the railwaymen's Executive Committee broke off negotiations and hastily declared an immediate strike by stating that the Government begged the men's leaders to postpone the strike, were it only for two or three days.

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BRITISH WITHDRAW FROM ARCHANGEL IN RAILWAY STRIKE

Bolsheviks Having Lost Corn Country May Be Forced to Make Terms.

A despatch from London says:—Unless the British Government should intervene with Lloyd Rawlinson's plans, evacuation of the British forces from Archangel should be completed by the end of the month, Major-General Sir Frederick Maurice says in the Daily News. It will then remain to look after the withdrawal from Murmansk, which is much the simpler problem of the two.

He adds that the "immediate abandonment of the Russian adventure is simply not possible unless the Allied powers agree to come to terms with the Bolsheviks."

It seems possible since they have lost the corn country of Ukraine, that the Bolsheviks may be reduced to extremities by cold and hunger. Gen. Maurice says that short of some such development on which there are no solid reasons for counting, there is no probability of obtaining a settlement in Russia by present methods within the next six months.

"That is where we stand to-day," he says finally.

London, Sept. 28.—The railway strike is causing grave concern at Arryl House, because its continuance there must seriously dislocate the repatriation program. It was stated to-day that already 500 Canadian soldiers had been held up. As the Imperial Government is in the same dilemma, it is anticipated that the benefit of any transport arrangements which they may make for Imperial troops will be shared by the Canadians.

Canadian Museum on Spot. Where Mercer Fell at Ypres.

A despatch from Brussels says:—The Minister of the Interior declared in the Chamber of Deputies that in concert with the British authorities, it had been judged desirable to keep the Cloth Market, Cathedral, and adjacent houses at Ypres in their present state. The Government had agreed to the request of Canada that the museum where General Mercer fell should be allotted. It would be with a view to the erection of a museum on the spot. The ground would be expropriated; failing a friendly arrangement with the owner.

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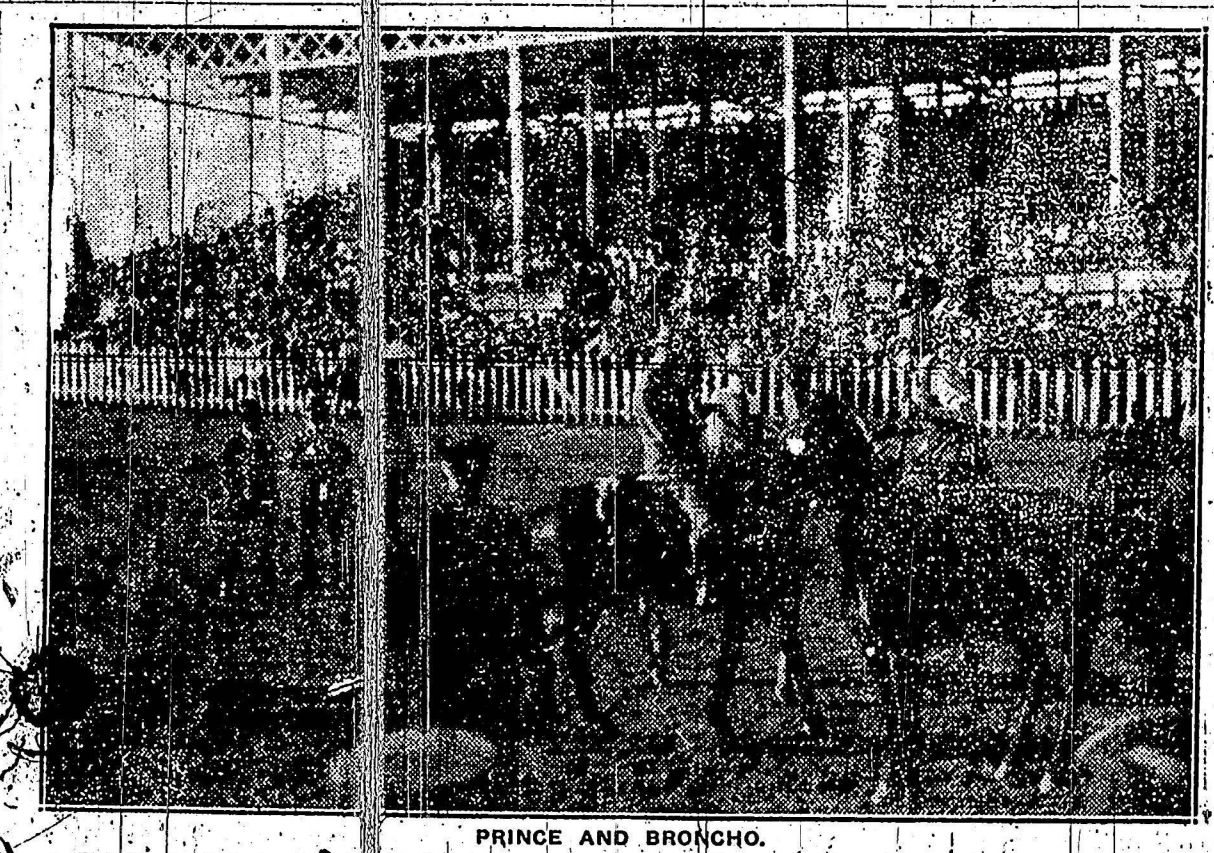
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H.R.H. the Prince of Wales at the Saskatoon Fair after tacking a bucking broncho.

Weekly Market Report

Breadstuffs.
Toronto, Sept. 30.—Manitoba wheat—No. 1 Northern, \$2.30; No. 2 Northern, \$2.27; No. 3 Northern, \$2.23; store Fort William.
Manitoba oats—No. 2 CW, \$1.75; No. 3 CW, \$1.72; extra No. 1, \$1.75; No. 1 feed, \$1.70; No. 2, \$1.65; in store Fort William.
Manitoba barley—No. 3 CW, \$1.15; No. 4 CW, \$1.14; rejected, \$1.18; feed, \$1.18; in store Fort William.
American corn—No. 3 yellow, nominal; No. 4 yellow, nominal.
Ontario wheat—No. 3 white, \$1.90; according to freights outside.
Ontario wheat—No. 1 Winter, car lot, \$2 to \$2.05; No. 2 do, \$1.95; No. 3 do, \$1.93 to \$1.97; No. 4 do, \$1.93 to \$1.97; No. 5 do, \$1.93 to \$1.97; No. 6 do, \$1.93 to \$1.97; No. 7 do, \$1.93 to \$1.97; No. 8 do, \$1.93 to \$1.97; No. 9 do, \$1.93 to \$1.97; No. 10 do, \$1.93 to \$1.97; No. 11 do, \$1.93 to \$1.97; No. 12 do, \$1.93 to \$1.97; No. 13 do, \$1.93 to \$1.97; No. 14 do, \$1.93 to \$1.97; No. 15 do, \$1.93 to \$1.97; No. 16 do, \$1.93 to \$1.97; No. 17 do, \$1.93 to \$1.97; No. 18 do, \$1.93 to \$1.97; No. 19 do, \$1.93 to \$1.97; No. 20 do, \$1.93 to \$1.97; No. 21 do, \$1.93 to \$1.97; No. 22 do, \$1.93 to \$1.97; No. 23 do, \$1.93 to \$1.97; No. 24 do, \$1.93 to \$1.97; No. 25 do, \$1.93 to \$1.97; No. 26 do, \$1.93 to \$1.97; No. 27 do, \$1.93 to \$1.97; No. 28 do, \$1.93 to \$1.97; No. 29 do, \$1.93 to \$1.97; No. 30 do, \$1.93 to \$1.97; No. 31 do, \$1.93 to \$1.97; No. 32 do, \$1.93 to \$1.97; No. 33 do, \$1.93 to \$1.97; No. 34 do, \$1.93 to \$1.97; No. 35 do, \$1.93 to \$1.97; 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No. 310 do, \$1.93 to \$1.97; No. 311 do, \$1.93 to \$1.97; No. 312 do, \$1.93 to \$1.97; No. 313 do, \$1.93 to \$1.97; No. 314 do, \$1.93 to \$1.97; No. 315 do, \$1.93 to \$1.97; No. 316 do, \$1.93 to \$1.97; No. 317 do, \$1.93 to \$1.97; No. 318 do, \$1.93 to \$1.97; No. 319 do, \$1.93 to \$1.97; No. 320 do, \$1.93 to \$1.97; No. 321 do, \$1.93 to \$1.97; No. 322 do, \$1.93 to \$1.97; No. 323 do, \$1.93 to \$1.97; No. 324 do, \$1.93 to \$1.97; No. 325 do, \$1.93 to \$1.97; No. 326 do, \$1.93 to \$1.97; No. 327 do, \$1.93 to \$1.97; No. 328 do, \$1.93 to \$1.97; No. 329 do, \$1.93 to \$1.97; No. 330 do, \$1.93 to \$1.97; No. 331 do, \$1.93 to \$1.97; No. 332 do, \$1.93 to \$1.97; No. 333 do, \$1.93 to \$1.97; No. 334 do, \$1.93 to \$1.97; No. 335 do, \$1.93 to \$1.97; No. 336 do, \$1.93 to \$1.97; No. 337 do, \$1.93 to \$1.97; No. 338 do, \$1.93 to \$1.97; No. 339 do, \$1.93 to \$1.97; No. 340 do, \$1.93 to \$1.97; No. 341 do, \$1.93 to \$1.97; No. 342 do, \$1.93 to \$1.97; No. 343 do, \$1.93 to \$1.97; No. 344 do, \$1.93 to \$1.97; No.