

erals are credited with the intention of heading the Militarist faction with a view to controlling the Government, it being said that they believe the weakness of these in power since the armistice caused the present deadlock. Some of the Generals have already been mentioned as being in league with Captain Gabriel D'Annunzio before the Fiume raid with the object of overthrowing by force the Nitti Cabinet and replacing it with a military dictatorship. The Navy is reported as being even more dissatisfied than the army, having according to naval officers statements, suffered from "the lack of consideration of their Anglo-French colleagues who have acted as if they were masters of the Adriatic and have favoured Jugo-Slav claims." Foreign Minister Tittoni is said to have expressed the belief that the first thing to be done in the present serious situation was for the Cabinet to resign, thus eliminating one reason for discord and opposition to the men now in power. It is said his intention was the formation of a National Cabinet including all the leaders of the chief political parties which would give the Government the greatest possible power under the circumstances. Premier Nitti instead considered that the resignation of the Cabinet would be an admission either of culpability or weakness which would make the situation worse. He added that he naturally was ready and desirous to be relieved of the tremendous responsibility, if any one would suggest a man better fitted to cope with a terrible crisis. Signor Tittoni was obliged to confess during a conversation with the King, it is reported, that he did not see any other politician having the statesmanlike qualities and force possessed by Signor Nitti. Thus the idea of a resignation of the Cabinet was abandoned, but there is no prospect as yet of any amelioration of the gravity of the situation, nor is there a glimmer of a solution of the Adriatic problem.

Glasgow, September 27th.—Mr. Robert Smillie, leader of the Miners' Union, said here this morning he hoped the railway crisis would pass without an industrial upheaval. He believed however, he said, this was possible only by securing the demands they and the majority of the people considered just.

London, Sept. 27th.—Mr. 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 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 wring fair wages from harsh employers whose profits are believed to be excessive in this case the railwaymen are dealing with the community. The State is running the rail-

ways at a loss, due in the main to the demands in the wages of the railway workers since the beginning of the war, and also to the great reduction in the hours of labour. This loss is being borne by the general taxpayers, 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 Horne, Minister of Labour, as generous, the Premier says: "The dispute, such as it is, is about something which cannot possibly come into operation until next year, yet the nation is thrown into dislocation of a hurried strike, without even a week's warning". Pointing out that the men declined even to discuss the Government's offer to consider any particular injustices, the Premier declares: "Every employer and every worker is entitled to at least one week's notice to terminate contracts of service." The Premier continues, "I am convinced that the vast majority of the Trade Unionists of the land are opposed to this anarchistic conspiracy. They can see the ruin and misery it has brought into other lands, and their common-sense has hitherto guarded their organizations into the country against these intrigues. The men have made many efforts to get hold of the levers of Trade Unionism. So far all their endeavours have ended in failure. There is no more patriotic body of men in this country than the railwaymen, and their conduct during the war demonstrated the fact. When they realize that they are not fighting for fair conditions, for labour of their class, but are being used by extremists for sinister purposes, their common-sense will resume its sway and save the country and their families from disaster. Meanwhile the interests of the nation and the 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 the 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 in maintaining the fabric of social order, upon which the prosperity of the country depends. In the beginning of his message Mr. Lloyd George says, "I have been constantly criticized as an extreme partisan of those who are struggling for better conditions."

Washington, Sept. 28th.—The British Embassy has informed the State Dept. that owing to the railway strike in England, the supply of bunker coal to Gibraltar, Malta, Egypt, Sierraleone and British coaling stations in the Atlantic probably will be restricted for the present to outward bound British vessels. Closing of some of the principal ports of the

United Kingdom also probably will be necessary during the strike, it was said, in order to prevent congestion, while an order holding all vessels bound for the British Isles in their loading port, or at a port of call, was said to be imminent.

London, Sept. 28th.—Mr. Lloyd George, Sir Eric Geddes, the Minister of Transports, and other members of the Cabinet conferred this morning on the railway strike situation, which apparently was unchanged today. On the railwaymen's side Mr. Thomas, Secretary of the National Union of Railwaymen, gave out a statement stating he was anxious for a settlement, but adding, "The attempt to turn the dispute into other than the labour question is complicating the situation and making it dangerous. I definitely refuse to widen the issue". The Sunday newspapers today join the Daily Press in a chorus of consideration of the strike.

London, Sept. 28th.—The Shipping Controller, Sir J. Maclay, has issued the following appeal: One in three of the population of this country lives directly by the sea. The whole population is dependent upon our merchantile marine. At the outbreak of the war all combined to save the country from disaster. In the present crisis it is essential to conserve coal and keep shipping running. I confidently call on all owners, officers and men alike to create the spirit in which they faced the crisis in 1914.

NEW YORK, Sept. 27th 1919.

Flour, Blended Clear St. Lawrence Brand pr. brl. \$10.50.
Meal, Kilndried per 100 lbs \$4.10
New Season's Pork per brl. \$50.00
Heavy Mess Pork per bbl. \$51.00
Sugar---Crystals (Confirmed by Brokers) per 100 lbs. \$7.28.
Molasses 89° test pr 100 lbs. no quotation.
Cotton, Middling Upland, at Liverpool per lb. 19 88-100d.
Exchange, New York and London, 60 days' sight \$4.10
Exchange New York and London, sight \$4.23½

LONDON, Sept. 27th 1919.

Sugar-Demerara Crystals duty paid price, fixed by the Royal Commission per cwt. 57s. 9d. -91s. 0d.
Muscovado, 89° basis, floating terms in bond, Ditto duty paid. 55s. 6d. -78s. 6d.
German Beet 88° f.o.b. no further sales during the war
Java 96°/ Gibraltar or Channel for Orders floating terms, no quotations.
Demerara Rum, per gal. nominal.
Trinidad Cocoa, Good Middling Red per cwt. 123s. 6d. 127s. 6d.
Cotton, Medium Fine Sea Island, at Liverpool nominal per lb.
Bank of England rate of Discount per cent. 5.
Consols 50½
Three per cent rentes in Paris Fcs. 60.95
All prices subject to correction.