

at its disposal with the avowed intention of fighting to a bitter finish a country-wide strike of railwaymen, which was due to begin at midnight, as a result of the refusal of the National Union of Railwaymen to accept the Government's proposals regarding the fixing of a permanent rate of wages as a basis for future negotiations. From an authoritative source it was learned to-night that the Govt. intends to use its every resource to combat what was characterized as a "heinous offence" and "a strike against the life of the community". Already preparations have been made to continue the transport of necessities by motor cars. The War Office has suspended all leave of absence and future demobilization of the military forces, and the Food Ministry has revived virtually all the war measures regarding the rationing of food. The decision of the National Union of railwaymen to strike came at the final conference this morning between the Union leaders and the Cabinet, which had resulted in a deadlock. The only official programme since then has been a brief statement that negotiations had failed, and that the strike would take place. Mr. Thomas, on behalf of the railwaymen, issued a short statement, expressing deep regret over the outcome, and declaring that disorders and the destruction of property, would not be countenanced by the Union. Late today the Cabinet met to consider the strike, and it is significant of the gravity of the situation that Field Marshal Haig and General Fielding, Military Commander of the London district, were summoned for a consultation. The Minister of Labour, Sir Robert Horne, tonight said that the attitude of the men left no hope that they would be moved by any further discussion. It is understood that Mr. Lloyd-George offered to continue the negotiations with the Union men on a basis tending toward compromise, but that the men flatly refused to consider this. Sir Robert Horne in an interview tonight on the railway strike said, "this marks the gravest industrial crisis which has confronted this country for many years, and it occurs at a time when its consequences can be most fruitful for injury. The country is not only beginning to struggle toward the rehabilitation of the industries, and the effect of this stoppage cannot be otherwise than disastrous, more remarkable than anything else about the strike is its extraordinary precipitancy and the apparent complete disregard of the public, it is concerned with the question of wages, yet the change in wages which the railwaymen fear, cannot by any possibility take place before December 31st, and not even then, unless conditions are much altered from what anybody anticipates".

London, Sept. 27th. Despatches from the provinces arriving in London since midnight, indicate that the call for the

railway strike has been generally responded to, although in some centres, with reluctance.

New York, Sept. 26th.—Foreign exchange strengthened perceptibly today on announcement from Washington of a plan to fund the interest on the debt of the Allied European nations. Sterling, or bills on London rose almost three cents to the pound, francs and liras also rallying although more moderately. Remittances to Austria and Germany were less favourably influenced, and rates on Holland and the Scandinavian countries were little changed.

Berlin, Sept. 25th.—The Schwerin Property Tax Bureau has confiscated the property and fortune of Anthony Fokker, the well-known builder of airplanes, because Fokker failed to deposit fourteen million marks security demanded of him by the authorities as a guarantee that he was not dodging his taxes.

Paris, Sept. 26th.—The terms of peace offered Bulgaria are considered by the Bulgarian delegation as very vigorous, and some of them completely unacceptable, according to a statement prepared by M. Theodoroff, head of the Bulgarian mission, prior to leaving Paris, and which has just been made public.

London, Sept. 26th.—Strong pickets of Unionists had been posted as early as ten o'clock in the vicinity of all the stations from which traffic proceeds from London northward, and also before the great freight yards railwaymen coming with their lunch-baskets to go on the midnight shift, were stopped and gathered in groups around the pickets. Everywhere perfect order prevailed. The men still on duty carried out their work with seemingly extraordinary energy. At the great northern station of King's Cross, the trains for Edinburgh departed exactly on schedule time. All of them were crowded with passengers. At St. Pancras and Euston stations everything was quiet. The midland train for Sheffield left just before midnight, half filled with passengers. At the north-western station the clerks refused to sell tickets after 10 o'clock except for the suburbs. On the tubes the employees discussed the strike, and it was evident that some of them intended to go out. The Scotch Express which was due to leave Euston station at midnight, was crowded with passengers, including soldiers and mails, but the trip was cancelled at the last moment, the signal men having quit. Out going traffic from Paddington station ceased at 9.30 o'clock. South-bound trains left Edinburgh on time, but the officials in the Scotch city refused to guarantee the arrival of passengers. The Railway Clerks' Union has decided not to join in the strike, and to maintain strict neutrality, according to the "Evening Standard". The Govt. during the conference with the Railway Union leaders made an offer

for the continuation of the present wages throughout this year and into next year until cost of food, now reckoned at 115 per cent above the pre-war scale, had fallen to 110% above the pre-war level, and remained there or below that point for a three months' period. Owing to the uncompromising attitude of the men, however, the "Standard" says, an agreement was found to be impossible. The King, who is at Balmoral Castle, has been constantly informed by special wire of the developments in the situation. It is expected that His Majesty will cancel the remainder of his holiday and return to London.

NEW YORK, Sept. 26th 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 80-100d.

Exchange, New York and London, 60 days' sight \$4.20

Exchange New York and London, sight \$4.24

LONDON, Sept. 26th 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. 125s. 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.

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