

# EMERGENCY PRESS

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THE GLASGOW HERALD  
THE DAILY RECORD  
THE BULLETIN

GLASGOW EVENING NEWS  
THE EVENING TIMES  
THE CITIZEN

FRIDAY, MAY 14, 1926

ONE PENNY

## STILL ON STRIKE

### The Railwaymen's Decision

#### EMPLOYERS' ATTITUDE TO STRIKERS

#### T.U.C. and Attack on Trade Unionism

Although the general strike has been called off, the position on the railways shows little improvement.

At a joint conference of the executives of the railwaymen's unions yesterday it was resolved, in view of the difficulties concerning the reinstatement of the men, to call upon all railwaymen to continue the strike until satisfactory assurances had been received.

The men's representatives had a conference with the railway managers last evening, but no agreement was reached. The deliberations will be resumed this morning.

The dockers throughout the country are in a similar position, the Transport and General Workers' Union having ordered the men to remain out until their conditions are met by the employers.

A manifesto has been issued by the General Council of the Trades Union Congress declaring that it is imperative that agreements, undertakings, and conditions existing prior to the general strike should be maintained. If trade unionism is attacked, it states, and employers persist in victimisation, unions will resist to the uttermost.

The House of Commons yesterday discussed the industrial situation. The speakers were Mr Ramsay MacDonald, the Prime Minister, Mr J. H. Thomas, and Mr Lloyd George. All four urged a return to the status quo, and deprecated the recent struggle as a reason for an attack on trades unionism as a whole.

## RAILWAY DISPUTE.

### Men Instructed to Remain Out.

The three executives of the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen, and the Railway Clerks' Association, met at the headquarters of the A.S.L.E. and F. yesterday afternoon and considered the position of the railroads. After a long discussion it was resolved that in view of the difficulties concerning the reinstatement of the men, the joint executives of the three organisations call upon all railwaymen to continue the strike until satisfactory assurances are received. Telegrams to this effect were dispatched immediately to all branches of the respective bodies concerned throughout the kingdom. The decision was also communicated to the railway companies.

#### OFFICIAL STATEMENT.

The following official statement was issued on behalf of the three executives:—"In consonance with the decision of the General Council to terminate the strike, the executive committees of the three railway trade unions immediately transmitted to their members instructions to present themselves for duty yesterday. This was done with a genuine desire to assist in the restoration of normal conditions as quickly as possible, and to lessen the public inconvenience arising from the stoppage. It was, therefore, believed that the action of the unions would be met by the railway authorities in the spirit of the Prime Minister's declaration. Reports, however, have come from all quarters, which show that difficulties are being placed in the way and that in many cases reinstatement was refused. In others, men were being asked to accept, and in some instances to sign for notices which would have placed them in a compromising position contrary to all past practices so far as railwaymen are concerned. This was the experience of all grades in the service, and in consequence the men definitely refused in large numbers to take up their duties. Consideration has been given to the position by the executives of the three unions in conference this afternoon, and it has been agreed to instruct the men to continue the stoppage until satisfactory assurances are given by the companies in regard to the reinstatement of those who have been involved in the stoppage. The companies have been advised of this decision accompanied by a request for a meeting between the contending parties in order that an early satisfactory settlement can be effected."

#### NO AGREEMENT REACHED.

#### Managers and Men to Meet Again To-Day.

There was a long conference at the offices of the Railway Managers' Association in

their action on these points is essential if the future is to be free from the unwarranted disturbances which have too often occurred in connection with the railway working in the past, and they trust that the public will support them in insisting upon these safe guards for future peace and discipline in the railway world. The railway company would urge upon all volunteers to continue to place their services at the disposal of the railway company until the matter has been brought to a satisfactory conclusion. They may rely upon it that in carrying out the policy which has been outlined above the company will act fairly by their staff, and will take every step in their power to avoid any petty or vindictive action.

#### RUMOURS DENIED.

The London and North Eastern Railway Company have found it necessary to make the following important announcement:—

"Rumours have been circulated to the effect that the railway company propose to take this opportunity for reducing the wages of their drivers, firemen, or other grades, also that the railway company propose in taking the men back into their service to take them on as new entrants, as a result of which the men would be receiving lower wages as well as losing the benefits of their seniority. Both these rumours are entirely without foundation. Men accepted for re-employment will come back at the rate of pay which they were receiving before the strike and without loss of service."

#### L.M.S. Services.

The L.M.S. company announces that the emergency train service in operation yesterday will be continued to-day. The Irish mail will continue to run from Euston to Kingstown via Holyhead at 8.30 a.m., and in the reverse direction from Kingstown by steamer sailing at 6 a.m. Special efforts are being made for extending freight train services. The main movement being foodstuffs, potatoes, meat, flour, and live stock. Potatoes are being moved from country districts to the Midlands and the North. Trains of bananas also continue to leave Avonmouth and Garston for principal towns and cities. One hundred and sixty tons of fish were dealt with at Wyre Dock, Fleetwood, on Wednesday, and several trawlers are awaiting discharge.

The number of trains run on the Southern Railway on Wednesday was 1636, while those run over the L.M. and S. system numbered 1663, of which 169 were goods.

#### Premier's Son's Opinion

Mr Oliver Baldwin, son of the Prime Minister, addressing a large meeting at Dudley yesterday, said that after the appeal of the King for a settlement without malice the action of the railway companies was monstrous and intolerable.

The railway employees at Grimsby refused to return to work yesterday on the ground that the railway company had asked them to sign an agreement, which reads:—"You are hereby re-engaged, but you are signing on on the understanding that the company reserve any right they possess in consequence of you having broken your contract of service."

#### Trams, Buses, and Tubes

An official statement issued by the Underground, London General Omnibus, and allied undertakings yesterday states that there is no intention on the part of the companies to vary the rates of pay of the ordinary wages staff.

#### HOME SECRETARY AND VOLUNTEERS.

The following message from Sir William Joynson-Hicks, Home Secretary, was broadcast from 2LO:—"The Government feel sure that all employers who have been assisted in meeting the requirements of the emergency by voluntary labour will recognise the great civil service which these men have performed, and will desire to deal generously with them. It is suggested that employers dispensing with out notice with the services of any paid volunteers should follow the practice which the Government propose to pursue and grant a gratuity of at least two days' pay."

#### DEATH OF SIR STUART SAMUEL.

Sir Stuart Montagu Samuel, Bart. (brother of Sir Herbert Samuel), died suddenly from heart failure yesterday at his residence in London. He was in his seventieth year. Sir Stuart was a member of the first London County Council and sat as Liberal M.P. for the Whitechapel Division of Tower Hamlets from 1900 to 1916. He recently relinquished his partnership in the firm of Samuel Montagu and Company, foreign bankers, after an association lasting for half a century. There is no heir to the baronetcy.

#### ABERDEEN TOWN COUNCIL AND EMPLOYEES.

The special Emergency Committee of Aberdeen Town Council, at a meeting yesterday, decided to run the present restricted tramway service employing only 45 tramcars, and a number of buses. They are to dispense with voluntary labour, and in completing the staff necessary are to give preference to former employees, but they are to be engaged as new employees, past services not counting for superannuation. The same conditions are to apply to employees of the other departments of the Corporation.

## GEORGE OUTRAM & CO., Ltd. JAMES HEDDERWICK & SONS, Ltd.

PROPRIETORS OF

THE GLASGOW HERALD THE EVENING TIMES  
THE BULLETIN THE CITIZEN

Owing to the action of certain Trade Unions in breaking agreements with us, to which they were parties, we can have no confidence that any contracts which might be entered into in future would be observed. As continuity of publication is essential in the interests of newspaper readers and advertisers, we are compelled to protect them and ourselves against any repetition of what has taken place on this occasion. We quite recognise the difficult position in which so many of our former employees found themselves, and desire to say that we have no unfriendly feelings towards them individually.

We therefore give notice that, in future, Non-Union Labour only will be employed in the production of our publications.

The terms of employment will be as follow:—

1. Employment will be secure except in cases of incompetence or misdemeanour.
2. Retiring allowances will be paid to those who retire through age or infirmity.
3. Funeral and sickness allowances will be paid.
4. The rates of pay will be:—

DEPARTMENTS	NIGHT RATES PER WEEK, 45 Hours Week	DAY RATES PER WEEK, 48 Hours Week.
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Two Weeks Holiday each year with pay.

Applications in writing can now be forwarded by post and addressed to "THE SECRETARY" from those desiring employment on the above terms when normal publication and conditions are resumed.

Applications in person will not be considered.

Applications from former employees, if received by 9 a.m. on Saturday, 15th Inst., will have prior consideration. After that date vacancies will be filled from amongst the applications now being received from other sources.

GEORGE OUTRAM and COMPANY, Limited,  
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Former employees of "The Citizen" should send their applications to "THE SECRETARY," James Hedderwick and Sons, Limited, St. Vincent Place.

## ASSOCIATED SCOT TISH NEWSPAPERS LTD.

PROPRIETORS OF

THE DAILY RECORD THE EVENING NEWS  
THE WEEKLY RECORD THE SUNDAY MAIL

The Associated Scottish Newspapers, Proprietors of "The Daily Record," "The Evening News," "The Weekly Record," and "The Sunday Mail" have not yet decided what policy they may pursue in regard to the resumption of work.

#### PAPER MANUFACTURERS.

**Aberdeen Firms' Decision.**  
The following Aberdeen paper manufacturing firms—The Culter Mills Paper Co; Donside Paper Mills; Davidson and Son; and Alexander Pirie and Sons (Ltd.)—at a meeting yesterday, decided that their works were to be non-union. They are inviting applications from former employees, and conditions are to be as heretofore.

#### THE PRICE OF SUGAR.

The following statement was issued by the Board of Trade yesterday:—The President of the Board of Trade has satisfied himself after full consultation with his advisers and with trade representatives that a reasonable retail price for sugar at the present moment and in present circumstances is three pence farthing per lb. in London and three pence halfpenny per lb. in the country.

#### UNIVERSITY OF ST ANDREWS.

The general strike having terminated, the University of St Andrews have reconsidered the question of going on with the installation of Dr. Nansen as Lord Rector, but have agreed that in view of the continued disorganisation of transport and industrial services it is impracticable to hold the installation on May 19. No new date can meantime be fixed. It has, however, been agreed that the degree examinations (excepting honours examinations and final medical examinations) which were lately postponed from the period beginning June 8, should be held during a period beginning June 14. Honours examinations are postponed to September. The time for final medical examinations will be announced later.

It is announced that the Orient line boat Oranto, which was reported on Wednesday as having struck a rock north of Cape Grosse has arrived at Piraeus.



## COMMONS DEBATE.

## Difficulties of the Situation.

## PLEAS FOR A CLEAN SLATE.

## Premier and Unfounded Rumours.

The business of the House of Commons was suspended at half-past six yesterday evening to enable a debate to take place on the industrial situation.

## Mr Ramsay MacDonald.

MR RAMSAY MACDONALD, after referring to the Prime Minister's speech yesterday, and the King's Address to the nation, from which he quoted, said—I pray, Mr Speaker, that not a word from my lips will do anything but help to promote the spirit of the words of that Address. Unfortunately there is a great contrast between what the Prime Minister said on Wednesday and what appears in the official "Gazette" this morning. (Opposition cheers.) I think it is a great pity that that should have been so. It is only provocative. I wish to ask him whether a change can take place. Let there be no mistake about this purely industrial struggle. The strike which terminated yesterday was purely an industrial struggle. It was started, rightly or wrongly, with one idea, and one idea only—to support the miners in resisting the threatened reductions. (Opposition cheers.) Those responsible for calling that strike, those responsible for conducting it, said before it began, and whilst it was in progress, that the moment certain industrial securities came over the horizon they would be satisfied and declare peace. That happened according to the programme, and according to the intention from which they never deviated by a hair's breadth the result yesterday took place. Nobody knows better than the right hon. gentleman after all that has happened how much courage it required to do what was done yesterday. (Opposition cheers.) Nobody knows better than those who have been in industrial disputes what risks were run by those who took the steps taken yesterday. I think it was the right step. I think it was a step that ought to draw from everyone and every section in the community a determination to try to make this step as effective as possible towards the establishment of peace. We have had industrial disputes before, and people trying to crush out trade unionism. Contracts have been broken, bad temper has been aroused, and at the moment of peace the most optimistic of us have felt that some great disaster had overcome, not the industry of the country, but the minds of the people, and that peace was only to be a white sheet, a mere simulacrum. But the common sense of both parties in the end triumphed, and when the peace came and the fight was over the first thing the combatants on both sides did was to shake hands. That has not been done to-day. (Opposition cheers.) That has not been in the newspapers, in the streets, in demonstrations, or in proclamations. It has not been in the conditions imposed on the men who have presented themselves for work. I ask the Prime Minister—Is that what he meant in the words he spoke yesterday? Is that the programme of application that is going to carry out the gracious words of the King's message? (Opposition cheers.) To-day I am informed there are more men out than there were yesterday. I am informed that the men have come out who went in, not because they want to hold up the community—believe me, that is sheer rubbish—these men are out to-day because they believe that after peace the conditions that are being attempted to be imposed on their fellows who want to go back after peace are such as will make it impossible to continue in the industry under peaceful conditions.

## NOT BEGGING OR CRAVING.

We are not begging. We are not craving. Happily we shall have to be very much further down than we are before that happens. I am asking with great sincerity whether advantage cannot be taken of what has happened to establish good relations on a broader and even firmer foundation than unfortunately it has been for a good many years in the industry of our land. Can the Prime Minister supplement his general statement of yesterday with specific information regarding what is being done to carry it into effect? Threats are the very last thing I should think of, but let there be no mistake about this. If there is any attempt to smash up trade unionism, if any section in the country, or if any foolish person in the country, thinks that after the events of the last week and yesterday he can scrape the faces of trade unionism in the dust he is very much mistaken. (Opposition cheers.) We want a settlement. We want no guerilla warfare to begin and go on and on. We want no resentment left behind. If that is going to be avoided it has got to be avoided by treating men as independent, self-respecting working men. (Opposition cheers.)—who are not going to crawl back and are not going to be treated as human beings with the yoke of absolute subordination riveted on to their necks. (Opposition cheers.) My desire would be that this House, with all its political energies and political divisions, and its very deep and fundamental diversities upon the meaning of what has happened during the last eight or nine days, should now first of all make a declaration to the whole of the nation that it wants no crushing, that it wants no humiliation, but that it lifts up its voice and makes its appeal on behalf of healing, restoration, and restitution. (Opposition cheers.)

## The Prime Minister.

MR BALDWIN—I think it is right that an opportunity should have been given at so early a date to review the very difficult situation which exists to-day, and although I have been rather fully occupied during the day, and shall be during the evening, I for my part welcome this opportunity of saying what I have to say. I am not one

of those who ever expected that whenever and however the end might come to the great upset of last week it would or could straighten itself out in a day. (Ministerial cheers.) I always felt that the first few days of what we hope and believe is going to be a solution will be by far the most difficult days through which we shall have to pass. In the first place, although the behaviour has been on the whole admirable, yet on all men there has been a strain, and when that strain is suddenly removed, or people think that it is removed, the first reaction is always a very edgy and very nervous one. We saw the same thing on an infinitely greater scale at the close of the war, and I am sure that the right hon. gentleman opposite would say that the problems with which he was confronted in the first few months of peace were far more difficult than those he had to face during war days. There are obvious reasons that I need not go into. The supreme and obvious interest of the country to-day rejoiced that the largest body of men possible be got back to work at the earliest moment possible. I take that as my starting point. I repeat what I have said more than once that the occasion calls for neither malice, recrimination, nor triumph. Our duty is to escape as soon as possible from the consequences of this unhappy controversy, and the less we talk about it at the moment, I think the better our chances are of success. (Ministerial cheers.)

## THE REAL DIFFICULTY.

Now there is a real difficulty, and it is no good shirking it. Before I come to speak on the specific points raised by the leader of the Opposition there is a real difficulty I must put plainly before the House. I am going to do it in an unprovocative way, but it is essential I should put it, because the House must understand. Whatever the intentions were of those who brought out the men last week, in effect, had the efforts been wholly successful, it would have meant complete cessation of the press and of transport, and stopping any Government in power at the time had been completely unprepared for a crisis of that kind which would have happened? None of us could tell. Those who were responsible for calling the men out could not tell. Had the Government not been prepared, there would have been in this great democratic country a condition approaching anarchy. I know quite well that was a nightmare behind the minds of many of the men concerned. It is no good blinking the fact, because it might have had to be faced by the right hon. gentleman opposite. In these circumstances—and I think there is general agreement in the House on this point—no Government could in any way have declined to take upon itself the duties of providing for those vital services which were for the time being stopped. With the Government in that position, how could they provide those services? They were provided partly by men who stopped at work and partly by volunteers from that large majority of the nation not directly concerned in the strike.

## ONLY ONE PLEDGE.

I have given no pledges at all during this conflict—only one, and that is that those who helped the Government should not suffer for having done so. (Ministerial cheers.) I believe that my word stands for something in the country. (Cheers.) I hope it always may. Although I am going to go through the most difficult time in the next week or two, that any man has ever had to go through, let me ask you this—if I went back on that pledge who would ever trust me again? (Ministerial cheers.) Not only that, who would ever trust a Government again? There is a real difficulty in reconciling a pledge of that kind and the taking back of all men to work. That is exactly one of those very difficult points which I had in my mind in my broadcast message that must be thrashed out between the unions and the employers' associations. It calls for real statesmanship, and I do feel this, that any prolonged discussions on a matter of this kind where perhaps full and accurate information is not always available, and where the sense of responsibility may be lacking, would hamper those who at this moment, I believe, are beginning these delicate and difficult negotiations.

## THE PRESENT SITUATION

I want to put that point first, and then I want to give you what I have tried to do during the last 24 hours and how the situation is according to the latest authentic reports that I have. During the last week of course there was a good deal of propaganda on both sides. I have an instinctive dislike of propaganda. (Cheers.) I dislike it very much. The particular piece of propaganda I am referring to was propaganda that told the railwaymen that there was an attack on their wages to come, and that generally the movement on the part of the Government was against the wages in great industries like that, where they had been settled by what was hoped to be permanent agreement. So far as I know there was not a word of truth in that, but what I want to say now is this. I will not countenance any attempt on the part of the employer to use this present occasion for trying in any way to get reduction of wages from those in force before the strike began or an increase of hours. (Opposition cheers.) Now you must remember another difficulty with which we are faced, and that is that you cannot have a general hold-up of the business of the country, even for a week or a fortnight, without dislocating and diverting the trade of the country. I have no knowledge of the extent to which this may have happened, but foreign contracts have been cancelled, and there will have been a hesitation or great timidity in placing fresh orders. The coal traffic has of course shrunk to very small dimensions, and many industries and the railways themselves must suffer from a considerable curtailment of services owing to the shortage of fuel. In those circumstances and with the best will in the world unemployment must be greater for a time in consequence of what has happened. That is a difficulty which we all have to face.

## PREMIER'S EFFORTS.

Now, what have I tried to do in the last 24 hours? I recognise that a responsibility is attached to me in a peculiar degree, partly because I hold the office that I do, and partly because of the message which I broadcast on the first day of the strike. I stand by every word of that message. (Cheers.) If I fail in carrying it out to everyone's satisfaction it will not be for want of trying. Now, last night I learned that a certain large employer or large group of employers were unwilling to meet the unions concerned last night. I lost no time

in putting a broadcast that I thought it was essential that the associations of employers and trade unions concerned should meet immediately and get to work and try to discuss the many difficulties that arose out of the present situation. I am glad to say that particular authority has now consented to do what I asked them, and a meeting is already arranged to take place to-morrow morning. It would have taken place earlier except that the negotiator who will be meeting them in the morning is engaged all this evening with another great authority. I may add this. There is another body of employers who had an agreement with their men, which agreement was broken by the men coming out.

## WAGE REDUCTION RUMOURS DENIED.

It was rumoured that a new agreement on less favourable terms must be negotiated if the employers were going to take the men back. I am glad to say that at a meeting this morning they decided that they would put forward no proposal to terminate the agreement or to offer these conditions of a settlement. In regard to the railway companies, in many ways they have the most difficult task to negotiate, because there, I am afraid, the unemployment for a time must be considerable because of the nature of the work. They, I am glad to say, are to meet their unions' representatives this evening. That is the information just given to me. On that I do wish to warn the House not to accept at face value all the stories that fly about the pavement. (Cheers.) They can do nothing but harm. If, during the first few days of negotiations, members of this House repeated what they have been told by some chance acquaintance that would only confuse the issue, and the stories probably turn out to be based on fallacy. I will give one instance which occurred just before I came into the House. It has been said that the railway companies are proposing to take this opportunity of reducing wages, and that they propose in taking men back into service to take them on as new entrants, as the result of which the men would receive lower rates of pay as well as lose the benefit of their seniority. I telephoned at once to find out if that was true. I have a message from the general manager of the London and North-Eastern Railway saying that both these rumours are entirely without foundation. Men will go back on their former rates of pay and without loss of credit. My hon. friend has been speaking for me on the telephone within the last two minutes for information from the London General Omnibus Company, and by that body the same statement is made. I mention these things to show the kind of rumours flying about. To-morrow morning the responsible people—the employers' associations and the unions' negotiators—will be meeting to conduct some of the most delicate and difficult work that they have ever been called upon to perform. Let there be nothing in this House to hamper them in their efforts.

## THE POSITION TO-DAY.

There is only one other subject which I wish to say a word or two about. I am sure the House will recognise that this is no occasion for me to make a long speech. I wish just to put before the House the position as I feel it to-day and the things that are in my mind. The leader of the Opposition devoted a portion of his speech to saying that he hoped there would be no attack on trade unions as such. I cannot imagine that there will be such an attack. I should not countenance such an attack. (Hear, hear.) There must be human nature being what it is, for a few days at any rate, on both sides, I dare say, a soreness, a difficulty, which cannot be got over in a moment. That may be the case. Let all try, so far as they can, to avoid that. There could be no greater disaster than that there should be anarchy in the trade union world. It would be impossible in our highly organised and highly developed system of industry to carry on unless you have organisations who can speak for and bind the parties on both sides. If you have not that, you would have sporadic outbreaks far more difficult to deal with, far more interruptions to ordinary industry. But one of the dangers, as I see it, of this situation, if allowed to last, is that it may well be that both sides these organisations will lose their power, and that you do run the risk of anarchy in the organisations on both sides. We all know that in these great organisations there are some who are of little help. At a time like this there are some who like fishing in troubled waters. Let us get the waters calm as soon as we can, lest their work spoils the work of half a century. We have made the position of the Government clear. We have no power to coerce, to order. The whole of our influence is being exercised, and will be exercised, in the letter and in the spirit of whatever I have said, either by broadcast or otherwise, during the last ten days. (Cheers.)

## Mr J. H. Thomas.

MR J. H. THOMAS (Derby—Soc.) said that it was the spirit, not so much the letter as the spirit, behind what the Prime Minister had said that might help them to get out of the present difficulty. The House ought to know the exact situation. Yesterday a big thing was done by the Trade Union Congress without consultation with the millions who had answered to their strike call—the Congress promptly took the responsibility of calling the strike off. But why did they do it? They did it because they knew that when the Government made the question a constitutional issue no Government could tudge from this position they took up. The Congress members had never been allowed to raise a constitutional question. From beginning to end the men helping the miners. Immediately the representatives of the Congress satisfied themselves that that was accomplished they came straight to the Government, and the Prime Minister met them yesterday in the manner they expected. He had no complaint, whatever. But when the Prime Minister met them in that spirit, their part then commenced. Their difficulties then commenced; their responsibility was greater than ever. When the Trades Union Congress saw the official announcement in "The British Gazette" this morning they were sore, for there were the words "total surrender," which went out to two million men who had refused to surrender to the Germans. The House could imagine the bitterness which followed. The Trades Union Congress said, "Never," mind, we have the Prime Minister's word.

## ADMIRALTY AND WAR OFFICE NOTICES

When members arrived at the House they found that the Government were not carrying out what the Prime Minister had

desired. An Admiralty notice stated that established men on strike were suspended until further notice. A War Office notice announced that men who had remained at work or returned to work by last Wednesday would be given preference of employment irrespective of their former length of service. Was not that victimisation? The same notice pointed out that under the Superannuation Acts men who left their work forfeited all previous years' service. Was that a spirit of goodwill?

SIR L. WORTHINGTON-EVANS (Secretary of State for War)—What is the date of that notice?

SIR THOMAS—May 10. (Ministerial laughter.) Does that mean that this is withdrawn?

SIR L. WORTHINGTON-EVANS—No. SIR THOMAS said that he accepted the Prime Minister's promises in their entirety, but it was his first duty as the head of the Government to see that they were immediately translated into fact. Tillings Omnibus Company intimated that men willing to resume work would be paid, until further notice, at the same rate of pay as the volunteers, and announced that they did not propose to make a further agreement with the existing union. Carter, Paterson and Company gave notice that their men could only resume duty with a reduction in wages of 4s per week. There was not at the moment a town in the country where incident of this kind were not occurring. Whatever else the railway companies might do, they would not be so foolish as to propose reducing wages.

## MORE MEN OUT OF WORK.

There was this curious situation, keeping in mind the phrase "total surrender," that there were over 100,000 more men out on strike than there were when the Trades Union Congress declared the strike off yesterday. The result was that there were 100,000 men out of work at this moment. This House was not deceived by a few buses and trams running. The life's blood of the nation was stopped. He wanted to stop the paralysis. The dockers in a strike would tighten his belt to carry on a strike for weeks, and he heard miners' leaders talk about a ten or twenty weeks' stoppage. He deplored that atmosphere because he knew what the consequences could be. There was something worse than a strike. What he dreaded more than anything else was that the strikers would get beyond the control of their unions. That danger and fear was always in their minds. No one could predict what would happen with 4,000,000 men and women hungry, bitter, and angry. When he saw a bus running in a crowded district this morning with "total surrender" on the front he waited for the news of a riot, but the people did not follow it. Men and women had shown themselves loyal and law-abiding. He asked every member who was an employer or had any influence to join and substantiate in peace the plea of the Prime Minister, which he heartily endorsed. (Opposition cheers.)

## Mr Lloyd George.

MR LLOYD GEORGE (Cardiff—Boroughs—L.) said he welcomed the words of the Prime Minister, and especially the assurance that he would not countenance any attacks upon the trade unions as the result of what had happened. That assurance would strengthen public opinion in making it impossible for any organised effort to force on the community any decision contrary to the public interest. He also welcomed the statement that the right hon. gentleman deprecated any attempt on the part of the employers to take advantage of this opportunity to reduce wages or to increase hours of labour, or in any way to worsen the conditions existing before the strike. He agreed that it was essential that pledges given during the strike should be redeemed. They could not fail to do so without dishonour. (Cheers.) This was a matter with which employers were confronted in every industrial trouble. They had to stand by the man who had stood by them. It was not a new difficulty, and had never been insuperable. The Government was bound to see that there was no victimisation on either side. There must be goodwill on the part of the trade unions. They must not make the life of those who remained in impossible. Other wise it would be impossible for the other side to carry out their part. It was a duty the employers owed to the country to do all they could to make it clear that on their part they were not engaged in any operation against those who deserted at the order of the union to which they belonged. He regretted the news that a strike was going on in three of the greatest railway systems, and he trusted the railway directors would find some means of getting rid of the difficulties which had created that state of things. He was delighted that the Prime Minister, with great courage, wisdom, and sanity, had indicated the way to peace, because above everything that was what they wanted. (Cheers.) It must not be forgotten that there were over a million miners still out, and unless these men returned to work the non-production of coal would throw another million or two million men out of work. The appeal now made, he hoped, would have the effect not merely of re-starting industry, but of introducing a new temper into industry.

The debate then concluded.

## AMUNDSEN'S POLAR FLIGHT.

According to a Reuter telegram, Captain Amundsen's airship the Norge, which passed over the Pole on Wednesday, was expected to arrive at Nome, Alaska, at noon yesterday New York time. Wireless signals from the airship were picked up by several American stations on Wednesday night, but two-way communication was not established, and they were unable to ascertain its position.

## GLASGOW ENTERTAINMENTS.

Theatres, music halls, and cinemas in Glasgow suffered during the recent strike owing to the early withdrawal of the tramways each evening. As the normal service of cars has now been restored, there is no obstacle in the city and neighbourhood to the attendance of the public at places of entertainment.

Renfrew County Council yesterday refused the application of the Corporation of Glasgow for consent to the running of a service of motor buses throughout county territory.

## STILL ON STRIKE.

## Dock Labourers Refuse to Resume.

## GLASGOW POSITION.

The withdrawal of the general strike has brought no change in the position of affairs at Glasgow Harbour. The stoppage on the part of the regular dock labourers was as complete as ever yesterday, and work was continued at Princes Dock and Meadows by voluntary labour under military protection as on previous days of the week.

The officials of the dockers' section of the Transport and General Workers' Union, it is understood, intimated to the shipowners, stevedores, and other employers of labour at the harbour that, in accordance with their instructions from London, no resumption of work would be made at the port unless on the conditions that were in force before the men came out on strike. In this way, it was stated, voluntary labour would be got rid of.

On inquiry at the union offices last night it was learned that there had been no restart on the part of the dockers, the reason given being that the conditions on which the men were being asked to return were not the same as those existing before the strike. It was also stated that the dockers at Glasgow are not to return to work until there is a general resumption at the other leading ports of the kingdom.

At a meeting which took place last night between the Glasgow Shipowners' and Dock Labour Employers' Organisation and representatives of the Transport Union, the representatives of the latter body intimated that the strike was to continue.

## The Other Ports.

Similar conditions obtain at the London Docks, where the workers have been instructed to remain on strike until an agreement has been reached with the port employers regarding complete reinstatement and dismissal of "free" labour.

The employers have informed Mr Bevin, general secretary of the Transport and General Workers' Union, that they are unable to guarantee the reinstatement of strikers, but will take on those for whom work can be found. They further state that they are unable to consider the immediate dismissal of "free" labour, and "will do their utmost to fulfil the obligations implied in the statement made by His Majesty's Government to all who, by working during the time of national crisis, have done their duty by the country."

## Resumption at Belfast.

The dockers presented themselves for work at the Belfast quays yesterday morning and operations were actively resumed in connection with the Liverpool steamer and also at the Glasgow, Ayr, and Greenock sheds. At the Fleetwood and Heysham sheds there was a slight hitch in regard to conditions of engagement of men. It is expected, however, that work will be resumed to-day.

The men in all the affected trades at Liverpool have decided to remain out on strike unless the employers agree to take them back in a body.

There was no resumption of work in Southampton yesterday, the strike leaders demanding guarantees from the employers that all strikers would be reinstated.

Hull transport workers did not resume work yesterday.

At Alford the general strike is to be continued in all trades.

Most of the Portsmouth strikers are remaining out because the tramwaymen have been refused reinstatement.

Salford tramwaymen have refused to resume as the Corporation were unable to guarantee a full service owing to the maintenance men having been on strike. It was demanded that the men who cannot be taken back meantime should receive full pay.

Manchester tramcars were turned by pickets at the Stockport boundary.

Carlisle strikers resolved that no man should report for duty until guarantees were given that every striker would be reinstated.

## REVOLUTION IN POLAND.

## Warsaw.

## Pilsudski's Troops Hold

Reuter telegrams announce that revolution has broken out in Poland. The rebel troops, under Marshal Pilsudski, are in possession of Warsaw, have occupied the Castle, the Prime Minister's residence, and the Foreign Office, and are marching on the President's palace at Belvedere. The Government has resigned, and a new Cabinet has been convoked. Heavy street fighting took place on Wednesday in the streets of Warsaw, but it is stated that the lives and property of British and other foreign subjects are perfectly safe. The outbreak followed the assumption of the Premiership by M. Witos in succession to Count Skrzynski. The resignation of the former was demanded by the parties of the Left. Some 300 men belonging to a Nationalist organisation known as "Guardians of the Right" made a hostile demonstration and besieged the house of Marshal Pilsudski, the unofficial leader of all the Left elements among the officers of the Polish army. The latter collected friendly troops and dispersed the demonstrators with considerable bloodshed, thereafter putting himself at the head of the Warsaw garrison.

## TO-DAY'S WEATHER FORECAST

Scotland (all districts)—Wind N.W. to N., moderate to fresh, fine and sunny, apart from a few local showers; visibility good, moderate temperature. Further Outlook—Mainly fine, with a higher day temperature than of late.



## LONDON CORRESPONDENCE

112 Fleet Street, Thursday Night.

## DIFFICULT SITUATION.

Many unfounded rumours attributed to the Government and employers actions which were never in contemplation gained wide circulation to-day and retarded the work of getting the industrial machine running again. The difficulties, as was foreseen by anyone who cared to give thought to the matter, are very great, and are not made less formidable by the attitude of ill-disposed persons whose main object seems to be to continue strife. The Cabinet to-day found that from reports from various parts of the country the belief was entertained that employers were determined to reduce wages and increase hours. That was the concrete allegation, and the Prime Minister made a special point of refuting it to-night after making inquiries into the matter. The Government believes that the situation is gradually improving, and that it will continue to steady itself to-morrow. The Prime Minister's speech may contribute to this end.

## Railways and Their Men.

It is possible that the statement issued by the railway companies contributed unwittingly to the national difficulty. One clause in this statement reads:—"Every man who left his work without notice has broken his contract of service, and the companies feel they must reserve any rights they possess in this matter." The reservation of "rights" was everywhere interpreted to mean that the railway companies were resolved to reduce wages and otherwise worsen conditions for the railwaymen. That was never their intention, and Mr Thomas himself is satisfied that the interpretation placed on the clause is entirely erroneous.

## An Authoritative Explanation.

The Prime Minister, regarding it as of the first importance that the misunderstanding on the railways should be cleared up, asked for an authoritative explanation of the clause I have quoted in order that he might read it to the House. He contented himself, however, with a general denial of the allegation. I am able to give the explanation with which he was supplied. It is this: "The clause means that the railway companies, in order to preserve their legal rights to recover damages for breach of contract, intend to retain such a sum as will represent in no case more than one week's wages earned by the men who came out on strike. The word 'rights' has been misinterpreted as having a very wide meaning affecting pensions, rate of pay, and other privileges. There is no ground for this apprehension."

## A Threefold Problem.

The restoration of the railway services is an urgent problem, and is being tackled to-night with the object of getting the men back to work as speedily as possible. Conferences were held between representatives of the companies and of the men's unions, and Mr Thomas expressed confidence that all difficulties would be overcome. The situation, I gather, has produced a threefold problem:—(1) the position of the volunteers (men who took duty during the strike and desire to remain in the service of the companies), and (2) the question of the number of men now required by the railways in consequence of loss of traffic—temporary reductions of staff may have to be effected—and (3) the question of permanent reductions due to overstaffing. One railway company has an excess of 4000 men who have been employed through "sheer benevolence," and this company and other companies similarly situated contend that in the interests of economy certain permanent reductions should now be made. These three points are to be negotiated with the men's unions.

## The Coal Dispute.

So far no progress has been made towards agreement in the coal industry. The unofficial Samuel memorandum seems to have met with a chilly reception by the miners, and the mineowners see several points in it to which serious objection can be taken. The Cabinet has not yet given consideration to the memorandum, and it is probable that before Ministers are called upon to discuss any proposals Mr Baldwin will have interviews with both parties. The Cabinet may after these consultations have to provide a solution of its own and endeavour to get both parties to accept it.

## Socialist Leader's Appeal.

At the request of the Opposition the Commons had a short discussion this evening on the situation. The real purpose of Mr Ramsay MacDonald was to secure from the Government a direction to employers to reinstate all the men who had been on strike, and he alleged that many employers were taking advantage of the position to worsen conditions for their workers. The Prime Minister refused to believe that the latter was an accurate description of the situation. In a few cases he said he had by personal intervention eased the negotiations between employers and their men. He would not, because he could not, order employers to take a certain line, and he again appealed to both sides to get together and settle matters amicably. Mr MacDonald's highly-coloured picture of men being asked "to crawl back with the yoke of absolute subordination riveted on their backs" pleased his followers, but was too melodramatic to be effective.

## Mr Baldwin's Home Truths.

The Prime Minister took the occasion to drive home many raw truths. Pledges given to volunteers who had saved the country from anarchy must be implemented—this

point called for real statesmanship as between employers and employed; there was much derangement in trade, a shrinkage generally and curtailment of orders, "unemployment must be greater for a time." Mr J. H. Thomas quoted some minor cases to support the complaint that Mr Baldwin's appeals were not being responded to. He emphasised that if the Trades Union Congress leaders had played an abject part yesterday it was in order to secure the status quo. Mr Thomas hinted many dark things of the life-blood of the nation were stopped, and called for a response to the Prime Minister's call free from all resentment.

## A Disconcerting Aftermath.

London's freedom from the strike is unhappily purely nominal. The olive branch looks sadly wilted, and only the return of the taxi-cabs and the fact that there were various official statements yesterday to the effect that the stoppage was over enables one to appreciate that the olive branch itself is not an illusion. The majority of the citizens, blissfully ignorant of economic processes, went to sleep last night rejoicing in the conviction that they had walked home for the last time, and that they would awake to a normal world with full travel facilities, newspapers of the usual dimensions, and not a single vestige of the melee. The arrival of attenuated journals and a thin post at breakfast-time were the first instalments of a sad process of disillusionment. When they awoke they found the condition of affairs even worse than they were yesterday, for many of the volunteer drivers of vehicles had apparently been infected with the same optimism and had failed to sign on. So London again recruited strength from its philosophy, and either fought for the rare privilege of a seat or walked.

## NO BITTERNESS.

## Primate Endorses Premier's Appeal.

The following statement by the Archbishop of Canterbury on the Premier's appeal to employers and workers was issued from Lambeth Palace yesterday afternoon:—

"I desire to endorse wholeheartedly the appeal made by the Prime Minister yesterday to the effect that in emerging from the strike which the general strike involved the whole British people should look not backwards but forwards, and that we should resume the work of negotiation in a spirit of co-operation and goodwill."

"His Majesty the King has happily reminded us of our duty to forget whatever elements of bitterness the events of these days may have created, only remembering how steady and how orderly the country has remained."

"I was on Friday last the spokesman of leaders of the Christian Churches in urging that no obstacle which could possibly be overcome should be allowed to interfere with the resumption of negotiations. I thank God that the resumption of the interrupted discussions is now assured, and I invite the prayers of everyone whom my words may reach that the spirit of wisdom and of mutual understanding may be given to those upon whom will rest the vast and far-reaching responsibility of the discussions which must now take place."

## SELF-SACRIFICE INEVITABLE.

"It is certain that any decision which may be reached must involve self-sacrifice on the part of many. We shall all, I hope, bear with glad readiness our share in meeting the inevitable cost of reconstruction. The spirit of brotherhood and good temper which has been so strikingly apparent during these anxious days will still be required in rich measure if we are to attain under wise and competent guidance the peaceable and permanent solution for which we pray."

## COALOWNERS' NOTICES.

## An Explanation by Sir Robert Horne.

Sir Robert Horne writes as follows in "The Times" of yesterday:—"There is a danger that the public may be misled by the persistent use of a term which is wholly erroneous—"The coalowners' lock-out notices." It ought to be kept in view that, if the coalowners had not given notice of the termination of their agreements under the previous wage scale, they would have been under obligation to continue paying wages without any subsidy at a rate which, as the Commission found, involved them in heavy losses. They were accordingly compelled to give the notices in accordance with law. This simple situation, because of the use of an erroneous term, has led many people to believe that the coalowners had taken suddenly a high-handed action, which put the miners at a disadvantage. The Government, in the knowledge that the industry could not afford to pay the existing scale of wages, granted a subsidy to tide over the period of further inquiry. Sir Herbert Samuel's Commission has reinforced the view that, without such a subsidy, it is impossible for the rate of wages previously in force to be paid. Everybody connected with this question was well aware as soon as the Commission's report was published, that notices terminating the existing contracts would have to be posted unless the Government continued the subsidy, and nobody can have been taken by surprise."

## NAME OF THE NEW PRINCESS.

It is learned officially that the Duke and Duchess of York have selected for their infant daughter the names Elizabeth Alexandra Mary. The names chosen are the first name of the Duchess, the Queen's name, and that of the late Queen.

## MR BALDWIN'S THANKS.

The Prime Minister regrets that he has not found it possible to acknowledge or return thanks for all the many letters and suggestions which have reached him from every quarter. He hopes that his well-wishers will accept this notice in lieu of personal letters of thanks.

## GLASGOW.

## Partial Resumption of Work.

## BIG LOSS ON TRAMWAYS.

A resumption of work in those industries which were directly affected by the strike was by no means general in Glasgow yesterday. The delay in restarting was due to a variety of causes, mainly of an administrative character. At the docks there has been a hitch in the return of the dockers' section of the Transport Workers' Federation. The position is that the dockers want assurance that the return to work is made on the terms existing before the stoppage. As their labour was still withheld, all the work of discharging at Princes Dock was again carried out by staffs of voluntary labour. In the case of the railways there was apparently some misgiving because all men were not accepted for their posts yesterday; but as the mining stoppage has not yet been settled the railways will be restricted in their services during that emergency, and the full staffs are not meant to be required. The serious economic effects of the strike on local transport are reflected in an estimate of the loss borne by the Corporation tramways system. Compared with the corresponding period of last year, the revenue from May 4 to 12 fell by about £46,000.

## RESTRICTED RAILWAY SERVICES.

The general position in connection with the London Midland and Scottish Railway Company, it was officially learned yesterday, is that the men who have been on strike are reporting rapidly for duty at Buchanan Street, Central, and St Enoch stations, and are being re-engaged as quickly as work can be found for them. The whole organisation of the system has, however, been so completely dislocated that it will take some time to get matters back to normal. As soon as the position is stabilised the men will be taken back as they are required. The names and addresses of the men who are offering to return to work are being taken, and a promise is at the same time being given that as soon as employment is available they will be re-engaged.

A similar line of action is being pursued at the Scottish offices of the London and North-Eastern Railway Company. Men are being re-engaged in sufficient numbers to cope with the restricted traffic meantime.

Each employee re-engaged yesterday was given a card to sign by the chief of respective departments recording the fact that the man was being taken on in the full realisation that in striking he had broken his contract with the company. There was no truth in the statement that the men were being asked to sign a form to the effect that they were resigning from the National Union of Railwaymen. The men re-engaged were also being taken back at the old rates of wages.

## ATTITUDE OF RAILWAY CLERKS.

The Glasgow members of the Railway Clerks' Association held several meetings in the Christian Institute yesterday to discuss further their course of action in the present situation. In the evening the members unanimously agreed to remain on strike until they were allowed to return to work unconditionally.

## ALMOST £46,000 LOST ON TRAMWAYS.

There was a complete resumption of the tramways yesterday, and throughout the day the usual services were run to the various termini. Following upon the termination of the general strike, a large majority of the workers reported at their respective depots, and arrangements were made to absorb them in their respective departments as soon as possible. In one or two branches of the system, however, the return was incomplete, but it was anticipated that within 24 hours the full staff would be at work.

The effect of the strike on the department from a financial point of view is shown in a return which was obtained from the head office yesterday afternoon. The amount of money drawn from May 4 to 12, 1926 (the period of the strike), was £13,580 6s 1d, as compared with £59,547 2s taken during the same period last year.

The usual car fares will be restored to-day.

## COAL RATIONING AND PRICES.

It should be remembered that although the general strike has been cancelled the emergency rationing of coal continues in operation. Under the emergency regulations consumers are entitled, without permit, to 1 cwt. per week, but only where the quantity in any house does not exceed 5 cwt. For industrial purposes no coal can be supplied or acquired by any industrial firm unless under permit from the Fuel Overseer. Further, where business or industrial concerns hold considerable stocks of coal, only 50 per cent. of the weekly average fuel consumption during the four weeks immediately prior to May 1, 1926, may be consumed without permit from the Fuel Overseer.

The Local Authority have acquired a quantity of emergency household coal to be allocated among coal merchants for distribution to consumers, an important point being that the price to consumers has been fixed at 2s 1d per cwt. The Local Authority have arranged also for supplies of coke at the gasworks to be supplied to coal dealers for distribution for domestic purposes at the price of 10½d per half cwt. bag. In the present emergency the Coal Emergency Committee recommend consumers to use a mixture of coke and coal for domestic purposes.

## ROAD TRANSPORT.

The bus services were completely restored yesterday, all the firms running practically the same fleets as were employed before the strike.

There was a general resumption in the morning of men engaged in road transport, including carters and other employees of haulage contracting firms. In the course of the day a number of the men were called upon to resume the strike, on the orders of the Scottish Horse and Motormen's Association. The response to this instruction was very partial.

## COAL PEACE TERMS.

## Explanation by the Government.

## LORD READING'S NEW ROLE.

In view of the misconceptions that have been formed to the effect that the recent memorandum of May 12 of Sir Herbert Samuel, with reference to the coal dispute, was in any way authorised by or previously known to the Government, it has been decided to publish the correspondence which followed a visit by Sir Herbert Samuel to the Minister of Labour on the afternoon of May 7.

## Letter from Minister of Labour.

8th May, 1926.

My dear Samuel,—It has occurred to me since our conversation this afternoon that, in dealing with a matter so delicate, it would be better to place upon record in writing the attitude of the Government as I understand it. We have repeatedly stated that we cannot negotiate until the general strike has been withdrawn. This statement has a very particular meaning. It means that until the necessary orders have been given to withdraw the strike, or unless the strike has come to an end, we cannot as a condition or inducement take part in negotiations in relation to the mining issue. For if we did so there would be no unconditional withdrawal of the strike notices. On the contrary, the true situation sincerely faced would be that we had procured the end of the general strike by a process of bargaining. The consent to do this would, in fact, fatally disable the Government for a task which, as trustees for the community, they conceive themselves bound to undertake. Their position is plain. They hold that the general strike is unconstitutional and illegal. They are bound to take steps to make its repetition impossible. It is therefore plain that they cannot enter upon any negotiations unless the strike is so unreservedly concluded that there is not even an implication of such a bargain upon their side as would embarrass them in any legislation which they may conceive to be proper in the light of recent events.

In these circumstances I am sure that the Government will take the view that, while they are bound most carefully and most sympathetically to consider the terms of any arrangement which a public man of your responsibility and experience may propose, it is imperative to make it plain that any discussion which you think proper to initiate is not clothed in even a vestige of official character.—Yours sincerely,

(Signed) Arthur Steel-Maitland.

## Sir Herbert Samuel's Reply.

The Reform Club, May 9th, 1926.

My dear Steel-Maitland,—I have duly received your letter of yesterday. Let me take this opportunity to put on record the assurance I gave you in conversation, that, in the discussions which I have had on the present situation, I have made it perfectly clear that I have been acting entirely on my own initiative, and without any kind of authorisation from the Government. I am quite satisfied that there has been no possibility of misunderstanding on that point. In any further conversations that may take place I shall, of course, maintain the same attitude.—Yours sincerely,

(Signed) Herbert Samuel.

## HOPEFUL SIGN.

## Prime Minister Meets Miners.

The miners' executive met at Russell Square last evening at eight o'clock, and, after an hour's sitting, left in taxi-cabs to meet the Prime Minister at No. 10 Downing Street at 9.30.

## PRESENT POSITION DISCUSSED.

The meeting concluded about half-past ten, and the following official communiqué was issued from No. 10 Downing Street:—"The Prime Minister held a meeting to-night with the full executive of the Miners' Federation, and after a general discussion on the present position the meeting was adjourned."

It is understood that the miners' executive on leaving Downing Street proceeded to their headquarters. On inquiry as to whether the meeting was to be resumed, and when, it was stated that there was nothing to add.

It was learned later that the miners' executive separated for the night at the conclusion of the Downing Street meeting, and they will reassemble at Russell Square at 9.30 this morning, when final consideration will be given to the report to be presented to the delegate conference, which has been fixed to take place at ten o'clock at Kingsway Hall.

## TO MEET COALOWNERS TO-DAY.

The Prime Minister was accompanied by Lord Birkenhead, Sir Arthur Steel Maitland, and Colonel Lane-Fox. It is understood that a meeting with the coalowners and the Prime Minister will take place to-day, but that no time has yet been fixed.

## REORGANISATION.

## Neutral Chairman Suggested.

The name of the Marquis of Reading is being mentioned in political circles in connection with the chairmanship of the Committee it has been proposed to set up to advise on the reorganisation of the coal industry. The proposal was that the Committee should consist of a representative of the miners and one of the owners, with a neutral chairman. Lord Reading had a long conference with the Prime Minister, Lord Birkenhead, and other Ministers at 10 Downing Street yesterday, before the Cabinet meeting was held. It is also interesting to note that Lord Reading has been in the Peers' gallery of the House of Commons on every occasion recently on which the coal dispute has been under discussion. At the meeting of the Cabinet yesterday it is understood that the national situation was reviewed at length. Sir W. Mitchell Thomson, the chief civil commissioner, was present.

## RESUMPTION OF WORK.

## T.U.C. and Employers' Attitude.

## MANIFESTO TO STRIKERS

The T.U.C. General Council sat all day yesterday considering the situation. When the meeting broke up Mr Ernest Bevin, secretary of the Transport Workers' Union, said to a press representative:—"The resumption of work depends entirely on the employers. We are not going to submit to any humiliating conditions. We are not beaten yet. It always takes twenty-four hours to get a resumption of work after the settlement of a big strike."

## OFFICIAL STATEMENT.

The following official statement was issued on behalf of the General Council:—"The T.U.C. Council have been considering to-day (Thursday) the reports received from many parts of the country that some employers are attempting to enforce humiliating terms as conditions of the workpeople resuming their work. Telegrams have, therefore, been sent to the affiliated unions declaring that it is imperative that agreements, understandings, and conditions existing prior to the dispute should be maintained. Another telegram has been sent calling attention to the Prime Minister's statement broadcast last night that employers and employers' associations and trade union representatives should meet forthwith for the purpose of arranging a resumption of work. This telegram, therefore, instructs the unions to get into touch with the employers, and to report results."

"The following statement of the position has been agreed upon. The General Council called off the general strike in the confidence that the Prime Minister meant what he said when he asked for a resumption of the negotiations towards an honourable peace. Peace depends upon the employers abstaining from attempts at victimisation. It depends upon their declining to follow the example some are setting of using their position to attack the position of trade unionism. The effect will be that the unions, for self-protection, will be compelled to offer the most stubborn resistance. The whole purpose expressed by the Prime Minister will be made null and void if this occurs. The Government, if it means what the Prime Minister said, must stop this attack on trade unionism. It must demand that the employers abstain from victimisation. Unless this obligation is fulfilled the trade unions will have no alternative but to resist to the uttermost."

## "PEACE WITHOUT VINDICTIVENESS."

"Their resistive capacity is unimpaired. They cannot tolerate the imposition of conditions which attempt their destruction. The good faith of the Prime Minister is involved. Peace without vindictiveness is impossible unless this attack ceases. A vindictive peace only means a new struggle. We need acts and not words if work is to be resumed. The workers will not surrender their hard-won gains of many years. The Government has stated it does not desire this. Let it act firmly and quickly to that end. Those employers who imagine that the calling off of the general strike means the failure of the trade union movement are making the mistake of their lives. Many are trying to impose vindictive terms on the workers. They are trying to compel men to sign humiliating documents. They are trying to beat down wages. They are making a mistake, and if they persist in such action they will find their mistake out. They will find that the spirit of the British workers is not only unbroken but unbreakable. They are breaking an obligation of honour. The General Council made the way clear for an honourable peace by calling off the general strike. It did so on the understanding that the spirit of this action would be reciprocated by the other side. It did so in reliance of the public assurances of the Prime Minister that he would foster the spirit of peace. The calling off of the strike was not evidence of weakness. It was evidence of the genuine belief that peace in terms honourable to the whole movement and the whole nation was obtainable. The General Council responded to the Prime Minister's appeal. Much depends upon how far he is prepared to back up that speech by action. If he will use all his influence to see that no employer tries to victimise and humiliate the workers, then peace may be saved. If not, let there be no mistake, the trade union movement is not suing for mercy. It is prepared to help the peace as man to man. It is not beaten, and it is not broken. Its strength is unimpaired and reinforced by the solidarity which the response to the general strike revealed. If one class of employers, misrepresenting the calling off of the strike, thinks it can seize the opportunity to disrupt and degrade the trade union movement, the situation is grave indeed, for to that the movement cannot and will not submit. The only alternative to that grave situation is peace honourably made and honourably kept on both sides. The General Council is doing all it can to remove bitterness and friction, and there is evidence that the tone which was prevalent early this morning is changing."

## MESSAGE TO ALL UNIONS.

The following message has been sent by the T.U.C. Council to all the unions:—"The general strike has ended. It has not failed. It has made possible the resumption of negotiations in the coal industry and the continuance during the negotiations of the financial assistance given by the Government. You came out together in accordance with the instructions of the executives of your union. Return together under their instructions as and when they are given. Some employers have approached you as individuals with the demand that you should accept conditions different from those obtaining before the stoppage began. Sign no individual agreement. Consult your union officials and stand by their instructions. Your union will protect you and will insist that all agreements previously in force shall be maintained intact. The trade union movement has demonstrated its unity. That unity remains unbroken. Stick to your unions."



## SCOTTISH OFFICIAL STATEMENT.

### Situation at the Docks.

#### RAILWAY DIFFICULTIES.

The following statement was issued last night from the headquarters of the Scottish Emergency Organisation in Edinburgh:—

The position in Glasgow has developed a certain amount of uncertainty, arising mainly from the demand by unions for reinstatement of all men previously employed, as against those required. The railway locomotive drivers, except a few, still remain out on account of the foregoing difficulties. Other grades, however, are returning in fair numbers. The position at the Glasgow docks is still satisfactory as far as the removal of foodstuffs is concerned. The Dockers' Union, however, demand reinstatement of all men on the old conditions, and they suggest that no voluntary workers be allowed to remain in permanent employment. All bus services are running more normally than Glasgow, but in Lanarkshire the police are still watching the roads. The tramway service is very much fuller. In the country the bus service generally is re-appearing.

At Greenock there is a very small tramway service. The shipyard workers in this area were at work yesterday to the extent of about 80 per cent. Joiners, painters, and plumbers still remain out.

Inverness and the North, with regard to railways, are very much the same as in the South. Other trades are awaiting instructions from executives of unions. The men employed at the Lochaber water scheme have received instructions to return to work.

#### LACK OF PURCHASING POWER.

In Edinburgh milk, fish, and other foodstuffs are in plentiful supply everywhere in the area. Returns received from traders in the mining villages show that they are beginning to feel the lack of purchasing power. The road traffic in this area was normal. The work at the docks at Leith and Granton by voluntary labour is proceeding satisfactorily. At Kirkcaldy the dock workers have returned to their posts. No dockers, however, have returned at Leith, and the dock gates are still shut and under police protection.

In Dundee the situation at the docks is similar to Glasgow and Leith. With regard to employees in shipbuilding yards a few men went in to work yesterday. The large majority, however, did not resume. It is expected that all men in the shipbuilding yards will be back to work under old conditions. There is some difficulty with regard to the arrangements between the Corporation and the tramwaymen, and it is felt that a way out of the difficulty will be found.

#### SHIPYARD RESUMPTION.

The position in the Clyde shipyards and engineering shops is now almost normal so far as the operatives and employers are concerned. There were practically full staffs in the yards yesterday, except that the joiners and plumbers did not restart because they had no definite instructions from their unions. In the engine shops the men lacking were ironmoulders and coppermiths, who were in a similar position. It is expected that all the men will be at work to-day.

#### THE TRAIN SERVICES.

The time-table for the Northern Division way for to-day repeats yesterday's service of the London Midland and Scottish Railways, with the inclusion of about fifty additional trains.

The service at the beginning of the week will not exceed half the normal service, the aim being to run the essential morning and evening trains in the various districts. It will be quite impossible to run the excursion trains and give the excursion bookings usual on the occasion of the King's Birthday holiday (Monday, May 17).

On the London and North-Eastern Railway the train services from Glasgow to-day will be similar to those of yesterday.

#### HOME SECRETARY'S WARNING TO PICKETS.

An announcement on behalf of the Home Secretary in the wireless bulletin last night stated that the use of any kind of compulsion force, threats, or intimidation, whether actual or implied, for the purpose of preventing persons from working is unlawful, and that persons who threaten, or on the highway for that purpose are liable to prosecution for criminal offence.

#### EMERGENCY FOOD SERVICES

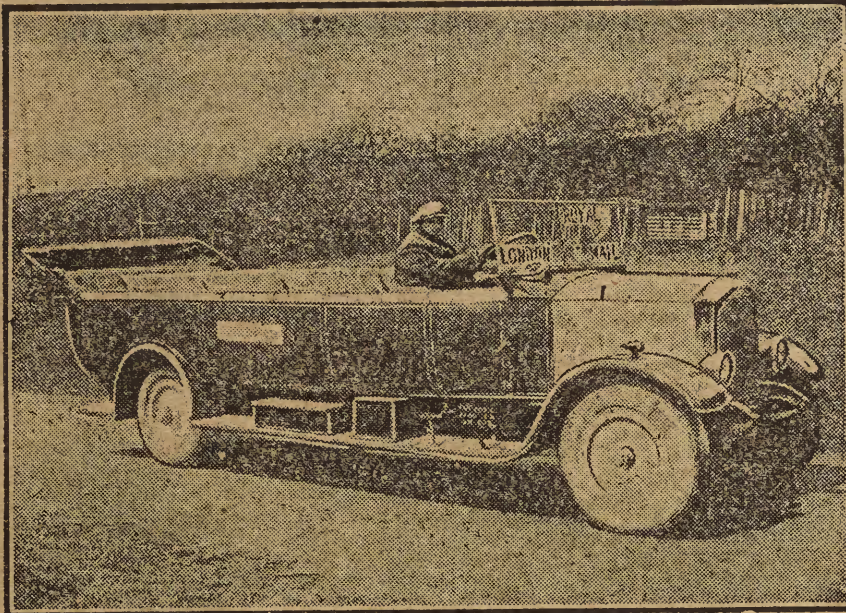
The Board of Trade announce that all the emergency food services will remain in operation for the present, and escorted food convoys will be run from the Port of London. The price of milk in the metropolitan area will be 7d a quart to-day, and the milk pool in Hyde Park will continue to function.

#### NO RACING THIS WEEK.

After having communicated with H. M. Government and the railway companies, the Stewards of the Jockey Club met in London yesterday. They are at present unable to issue any statement with regard to the resumption of racing. Racing will not take place at Haydock or Gatwick this week. A further statement will be issued to-day.

At a meeting of Hamilton Parish Council yesterday, a circular from the Scottish Board of Health was read stating that, according to law, the Council could grant no relief to men on strike. The circular added that where it could be proved that women and children were in a state of destitution the Council could use its own discretion in relieving their poverty.

## ASPECTS OF THE GREAT STRIKE.



The top picture shows the motor bus which carried the mails from London to Glasgow. The vehicle did the whole distance with the same driver, who was unprotected. In the bottom picture men and women are seen gathering small coal from a waste heap in a mining district.

### TO-DAY'S WIRELESS PROGRAMME.

By arrangement with the British Broadcasting Company (Limited), we publish the following programme for to-day:—

#### FROM GLASGOW.

- Station 5SC, 422 Metres.  
11.30—12.30.—Midday Transmission.  
1.25.—Broadcast to Schools.—Alex. Stevens, M.A., B.Sc.—"Arctic Travel." M. Albert Le Grip, B.A., LL.B., Officier d'Academie—"French."  
3.45.—Musical Item to Schools.  
3.55.—The Wireless Quartette and William G. M'Leod, baritone.  
5.0.—Afternoon Topics.—Miss Marjory Rhys, Glasgow and West of Scotland College of Domestic Science—"How to make Walnut Tablet and Coconut Ice."  
5.15.—Children's Corner.—Miss A. E. Miller on pleasures of the Sea-shore.

- 6.0.—Weather Forecast for Farmers.  
8.15.—Dance Music, S.B. London.  
8.50.—Summary of Wireless Papers for the Week, S.B. London.  
7.0.—Speeches from the National Savings Association.—H. R. H. the Prince of Wales, etc. S.B. London.  
7.40.—Variety and the London Radio Dance Band, S.B. London.  
8.0.—News.  
8.15.—Mr Percy Scholes, S.B. London.  
8.30.—Variety and the London Radio Dance Band, S.B. London.  
9.0.—Talk, S.B. London.  
9.15.—Variety and the London Radio Dance Band, S.B. London.  
9.30.—Weather Forecast and News, S.B. London.  
9.40.—Local News.  
9.45.—"Valkyrie," Act 3, from Covent Garden, S.B. London.  
11.0.—The "Plaza" Band, relayed from the "Plaza," Glasgow.  
12.0.—Close Down.

## PUTS THE LID ON THE BRASS HAT



GENERAL STRIKE (secretly relieved)—"What? Called off? Just when I was doing so well, too!" (Aside)—"I don't think."

### Births

**BAXTER.**—At 49 Carnarvon Street, Glasgow, on 13th May, to Mr and Mrs George Baxter, a son.  
**BLACKWOOD.**—At 79 Stevenson Drive, Shawlands, on 12th May, to Mr and Mrs D. D. Blackwood (nee Christina Morton), a daughter.  
**CAMERON.**—At Inverardoch Mains, Doune, on 11th May, to Mr and Mrs A. A. Cameron, a son.  
**COUSINS.**—At Redhurst, Drymen Road, Bearsden, on 11th inst., to Mr and Mrs Alexander M. Cousins (nee Ethel A. Gibb), a son; both well.  
**MELVILLE.**—At 25 Barona Street, Rutherglen, on 11th inst., to Mr and Mrs A. T. Melville, a daughter.  
**McKELLAR.**—At Westerton Nursing Home, Ayr, on 11th May, to Mr and Mrs William McKellar, Maybole, a daughter.  
**MACGOWAN.**—At 11 Kingsley Avenue, Crosshill, on 13th inst., to Mr and Mrs W. J. Macgowan, a son.  
**MILLER.**—At Johore Bahru, Johore, Malay States, on 7th May, to Betty (nee Milne), wife of James Innes Miller (late of Hollybush, Ayrshire), Malayan Civil Service, a daughter.  
**OMAND.**—At 127 Albert Road, Crosshill, Glasgow, on the 12th inst., to the wife of William Omand (nee Bessie C. Macfarlane), a son; both well.  
**THOM.**—At 35 Gleneagles Cottages, Scotstoun, Glasgow, on 13th inst., to Lennox Thom, C.A., and Mrs Thom (nee Flossie Henderson), a daughter.

### Marriages

**LOGIE-MACLEAN.**—At Cullen, on the 10th inst., by the Rev. G. G. MacLean, Frank Ramsay Logie, Cumbernauld, Dumfriesshire, to Bessie, daughter of the Rev. G. S. MacLean, Cullen.

### Deaths

**BALLANTYNE.**—At Wood's Farm, Auchentree, on 8th May, John Ballantyne, farmer, aged 71 years.  
**BARR.**—At 17 Old Govan Road, Glasgow, on 12th May, William Barr, watchmaker and jeweller, in his 90th year.—Friends will please accept this (the only) intimation.  
**BELL.**—At 6 Johnstone Drive, Rutherglen, on the 12th inst., John Bell, beloved husband of S. E. Brown.—Funeral private.  
**BLANEY.**—At Wadfield, Regent Street, Hamilton, on the 12th inst., John L. Blaney, J.P., in his 67th year, beloved husband of Margaret Gallacher, R.I.P.—Public funeral to-day (Friday) at 2.30 p.m. to Wellhall Cemetery.  
**BRUCE.**—Very suddenly, on 13th inst., William Bruce, M.D., of 30 Armadale Street, Dennistoun.—Funeral private.  
**CHRISTIE.**—At 10 Cambridge Drive, Glasgow, on 13th inst., John Naughton Christie, aged 76, beloved husband of Catherine Reid.  
**CRICKSHANK.**—At 116 Stratford Street, on 13th inst., William Crickshank, aged 57 years, beloved husband of Annie McDonald; deeply mourned.  
**DIMMER.**—At 3 Gleneagles Cottages, Scotstoun, on 12th inst., Rose Ann Sheppard, widow of Hyam Dimmer.—Funeral private.  
**DUNLOP.**—At 1367 Argyle Street, Glasgow, on 10th May, Thomas Dunlop, dearly beloved husband of Alexandra McGregor.  
**GORDON.**—At Barm, Bearsden, on 12th inst., William Macintosh Gordon, of Messrs Robertson and Baxter.—Funeral to-morrow (Saturday), from house at 2 p.m.; carriages from St George's Church at 1.30 p.m.; friends desirous of attending please notify Messrs Wylie and Lochhead, Union Street.  
**HAMILTON.**—At Meadowbank, Symington, on 12th inst., Isabella Watson Jackson, wife of Thomas Hamilton, F.R.S., retired schoolmaster, and second daughter of the late Robert Jackson, Chesterhall.—Funeral to-morrow (Saturday) at one o'clock; this is the only intimation and invitation; no flowers (by request).  
**HANNAH.**—At 56 Cartvale Road, Langside, Glasgow, on 13th inst., Robert Hannah, beloved husband of Margaret Baird.—Funeral private.  
**HUNTER.**—At Gartland Mains, Stranraer, on the 12th inst., William Hunter, J.P., in his 80th year.—Funeral to Stoneykirk Churchyard, to-morrow (Saturday) at 2 o'clock.  
**KINLOCH.**—At 51 Lawrence Street, Downhill, on 13th May, Helen Pettifur, in her 81st year, wife of the late James Kinloch, of the Anchor Line.  
**LAING.**—At Barracks Cottage, Sanquhar, on the 12th inst., James Morrison Laing, stationer, aged 55 years.—Funeral to Sanquhar Churchyard to-morrow (Saturday) at 2 p.m.; all friends invited.  
**LUMSDEN.**—Suddenly, at Parkhurst, Gray's Road, Darlington, on 13th inst., William Lumsden, M.C., M.B., C.M., D.P.H., elder son of the late Robert Lumsden, merchant, Aberdeen.  
**MACFARLANE.**—At Craigard, Killin, on 13th inst., Elizabeth, eldest daughter of the late Finlay Macfarlane, Millmore, Killin.—Funeral to Killin Churchyard to-morrow (Saturday) at 12 o'clock; no flowers.  
**MUNRO.**—At 601 Govan Road, Glasgow, on 11th inst., Alexander Munro, beloved husband of Mary Vass.  
**ORR.**—At Whistlefield, Loch Long, on 13th inst., James Morrison Orr, of 1 Atholl Gardens Place, Glasgow, beloved husband of Agnes Wallace, and late of John Orr and Sons, decorators.—Public service in Dundas Street Congregational Church to-morrow (Saturday) at 2 o'clock; afterwards funeral private.  
**PATIENCE.**—Suddenly, at Ruchill Hospital, on 13th inst., Mary Craig, eldest daughter of Mr and Mrs John Patience, 34 Arden Street, Maryhill.  
**RITCHIE.**—Suddenly, at 19 Millar Place, Stirling, on 12th inst., Florence E. V. Ritchie, beloved wife of James G. Ritchie, of Massey, Harris, Ltd.; sadly missed.  
**ROBERTSON.**—At Planetree, Largs, on 12th inst., George May, aged 8 years and 10 months, dearly beloved and only child of Alex. and Jean Robertson; deeply regretted.  
**ROXBURGH.**—At Ravenswood, 44 Sutherland Avenue, Pollokshields, on 13th May, Robert Roxburgh.—Funeral to-morrow (Saturday), from Ravenswood, at 11 o'clock; motors at St George's Church till 10.40; friends desirous of attending kindly notify Messrs Wylie and Lochhead; this is the only intimation and invitation.  
**STEWART.**—At Eau Claire, Wisconsin, U.S.A., on 18th April, John Stewart, second son of the late Dennistoun Stewart, of Greenock.  
**WILSON.**—At a nursing home, Glasgow, on 8th May, Jean Brown, beloved daughter of Mr and Mrs Frank Wilson, 5 Gillies Street, Troon.

**MAIR.**—At Rose Deep, Roundridge Road, Dumfries, on 13th May, in his 66th year, Hugh K. C. Mair, boilermaker (for 58 years with Denny and Co.), beloved husband of Mary Paton.—Funeral to-morrow (Saturday) at 2.30; friends please accept this (the only) intimation and invitation.

**M'ALLISTER.**—At Croftdene, Paisley, on the 13th inst., Alexander M'Allister, writer, beloved husband of Aggie Paterson.—Funeral private.

**M'GHIE.**—At 88 Old Shettleston Road, on 13th inst., James M'Ghie, aged 49 years, beloved husband of Jessie Beveridge.

**M'SAIC.**—On the 12th inst., after an operation, Margaret Ruie, younger daughter of the late Duncan M'Isaac, master mariner, and of Mrs M'Isaac, 30 Westmoreland Street, Crosshill.—Funeral to Eastwood (New) Cemetery to-day (Friday) 3.0 p.m.; friends desirous of attending meet outside cemetery gate.

**M'LEAN.**—At 14 Hayfield Street, on 11th inst., Elizabeth Rowley, aged 67, wife of Hugh M'Lean.

**MARCHBANK.**—At 42 Boyd Street, Crosshill, on the 13th inst., Robert Marchbank, late L.M.S. Railway, beloved husband of Elizabeth Lang.—Funeral to Cathcart Cemetery to-morrow (Saturday), 12 o'clock; friends desirous to attend meet outside cemetery gate, 12.10 p.m.

**MORTON.**—At Loudoun Arms Hotel, Newmilns, on 7th May, Mathew Morton, auctioneer and live stock salesman, Newmilns and Kilmarnock, in his 74th year.

**MUNRO.**—Suddenly, at 601 Govan Road, Glasgow, on 11th inst., Alexander Munro, beloved husband of Mary Vass.

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### In Memoriam and Acknowledgments

**BROCKETT.**—In loving remembrance of my husband David Brockett, who died 13th May, 1925. Worthy of everlasting remembrance.

—Inserted by Mrs Brockett and Family, Auchindun, Clarence Street, Clydebank.

**JOHNSTON.**—In fond remembrance of Catherine Johnston, beloved wife of Peter Johnston, who died 14th May, 1917. Fondly remembered.

**LEAKER.**—In loving memory of my dear husband, Robert Leaker, who died on the 13th May, 1925. —Inserted by his loving wife and wee daughter May, 35 Reid Street, Bridgeton. To memory ever dear.

**MACFARLANE.**—In loving memory of my dear wife Helen (Nellie) Kennedy, who passed away 14th May, 1919. Sadly missed.

—Inserted by W. Macfarlane, 26 Park Road, West.

**WALKER.**—In loving memory of our dear Nephew, who died 14th May, 1925.

As long as life and memory last, we will remember thee.

—Aunt and Uncle.

Mr and Mrs BARRIE desire to thank all friends and neighbours for the many letters of sympathy, also beautiful floral tributes, in their sad bereavement.—58 Whitelaw Street, Glasgow.

Mr and Mrs CALDWELL desire to thank all friends for their kind expressions of sympathy and floral tributes received in their bereavement.—93 Airth Drive, Mosspark.

Mrs JARVIS and FAMILY beg to thank all friends for their kind expressions of sympathy received in their recent sad bereavement.—10 Battlefield Crescent, Langside.

Mrs PRIOR and FAMILY desire to thank all relatives, friends, and neighbours for their kindness and letters of sympathy, also beautiful floral tributes, in their sad bereavement.—930 Argyle Street, Glasgow.

## COMMERCIAL NEWS.

### GLASGOW STOCK MARKET.

The Glasgow Stock Markets showed a reactionary tendency yesterday after Wednesday's sharp recovery, which, it was generally recognised, had been carried further than circumstances justified. Potential buyers deemed it prudent to adopt a cautious policy, and some selling which was indulged in, partly in view of the approach of the carry-over, sent prices back to a moderate extent in the majority of sections. No outstanding change occurred in the gilt-edge division, where War Loan was marked down to 100 1/16 and Funding Loan to 85 1/2, but among home railway stocks London Midland and Scottish dropped to 75 1/2 and London and North-Eastern deferred to 13 1/2. In the commercial and industrial market textile shares were easier at 43s 9d for Bleachers, 52s Bradford Dyes, 32s 5d Calico Printers, 61s 10 1/2 Coats, 69 1/2 Courtaulds, and 44s 1 1/2 Fine Spinners, and tobaccos were quoted lower at 114s 9d for British American and 99s for Imperial. Among more miscellaneous issues Barry Oslere closed at 62s 6d, Dunlop Rubber 24s 4 1/2, Nobels 27s 7 1/2, James Finlay 76s 9d, and George Outram 90s. Babcock and Wilcox dropped to 50s 6d in the iron, coal, and steel group. Burmah were a strong feature in the oil market, with buyers at 5 15-16 at the close. Other issues finished, however, under the previous day's quotations at 81s 10 1/2 for Anglo-Persian, 14s Kern River, 21s 6d Mexican Eagle, and 88s 9d Shell. Rubber Shares were no exception to the prevailing tendency, and Rubber Trust at 43s 6d, Jugra Land 30s 3d, Tenom 30s 3d, and Anglo-Dutch 56s 6d showed declines which in no case exceeded 9d. Rio Tinto Copper shares reacted to 37, Tanganyika to 38s 9d, and Zambesia to 36s 6d, but other mines were not as a rule appreciably changed.

### BANK OF ENGLAND RETURN.

The repayments effected this week to the Bank of England are reflected in the return published yesterday showing a fall of nearly £5,000,000 in other securities and more than that amount in other deposits. Public deposits have risen by £4,500,000, and

Government securities are higher by nearly £4,000,000. The note circulation has increased by a further £455,175, but the gold holding has risen by £788,804, so that the reserve is higher on the week and the ratio is up 0.38 per cent. at 21.36 per cent.

### EXCHANGES.

Sterling lost ground yesterday in New York, Montreal, Amsterdam, Stockholm, Berlin and Vienna, while it was unchanged in terms of the Swiss franc and Czech crown. Paris and Brussels were weak, while the Italian lira lost over 4 points.

### THE MONEY MARKET.

The rate for loan money was unchanged on Lombard Street, the charge for nightly fixtures being 4 per cent. and 4 1/2 per cent. Discounts were steady at 4 1/2-16 per cent.

### CHARITY FINAL AT IBROX.

#### Probable Teams.

With the exception that Callaghan will play for Celtic instead of Hiley, Queen's Park and Celtic will be at full strength in the Glasgow Charity Cup Final Tie at Ibrox Park to-morrow. The start will be at 3 p.m. and admission prices will be as usual.

The probable teams are—**CELTIC.**—Shevlin; W. M'Stay and Callaghan; Wilson, J. M'Stay, and Macfarlane; Connolly and Thomson; M'Garry; M'Inally and M'Lean.

**QUEEN'S PARK.**—J. Harkness; J. Barrie and W. Wiseman; J. Langmuir, R. Gillespie, and R. M. Moreland; J. Crawford and J. M. Russell; J. McDonald, J. B. M'Alpine, and W. G. Nicholson. Referee—P. Craigie (Aberdeen).

GLASGOW, MAY 14, 1926.

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