

8,000 Miners In Sydney Quit Work

SUPPORTING STEEL WORKERS

Walk-Out of Miners Completes Tie-up of Steel-Coal Districts.

Sydney, N. S., July 3—The 8,000 coal miners of Cape Breton had quit the pits at midnight tonight in support of the striking Sydney steel workers and to force the withdrawal from the Sydney strike area of the provincial police and federal troops now employed in protecting the plants of the British Empire Steel Corporation and maintaining law and order. Union officials announced that the strike was "100 per cent" which means that pumpmen and maintenance men are or soon will be out.

The company has been notified that the miners will allow a reasonable time tonight and tomorrow for the removal of horses from the pits. Most of the animals were brought to the surface tonight in preparation for a strike but a considerable number remains underground.

The walkout of miners completes the tie-up in the allied coal-steel industry of the island and brings the number of strikers up to a figure in excess of 10,000 men.

There were no disturbance at the Sydney steel plant during the afternoon or evening, the Chief of Police reported. The troops and provincial police were maintaining strong pickets at strategic points and the mounted men were keeping the people in motion on Victoria Head reducing the chances of an outbreak to a minimum. The start of the strike at the mines raises apprehension of new disorders both in Sydney and the coal fields as it recognized that the small force of regular troops available in Canada could not begin to guard all the important places where mines might drown for lack of pumpmen.

Thousands Affected.

Although the strike was not supposed to begin officially until midnight the miners of the Cape Breton South started to walk out at 4 o'clock this afternoon in support of the striking Sydney steel workers and to force the withdrawal from the district of the provincial police and federal troops. The day shifts finished work at 4 o'clock and the night shifts in most instances did not report for duty. Dominion No. 1 colliery continued to work as usual and there were a few men in No. 24.

By tomorrow morning the strike was expected to be complete in Cape Breton South, with the possibility that it would be joined by the miners on the north side of the harbor. Approximately 8,000 miners are affected and indirectly another 2,000 workers are involved in the miners' strike. More than 3,000 steel men are out. The total population dependent upon the coal and steel industry and directly affected by the combined strikes is approximately 100,000. It is not expected that the miners of the mainland in Pictou and Cumberland counties will join the Cape Breton men in their strike. The troops from Halifax numbering about 250, who have been stationed at the Sydney steel works since Saturday, were reinforced today by the arrival of 350 more from London, Ont. Seventy-four horses also arrived.

Two Drunks Arrested

Two drunks were arrested last night by the police. This morning Police Magistrate Limerick imposed fines of eight dollars each.

Will Ask The U. S. to Use More Wheat

The Object of the New National Council Has Been Explained.

Chicago, July 4—An approximate balance between domestic wheat production and consumption will be the object of efforts to the wheat council of the United States, according to Congressman Sydney Anderson of Minnesota, one of the directors of the council in connection with the announcement that permanent headquarters will be opened tomorrow in the new Methodist Temple building here.

The council will not confine its attention to wheat alone, he said, but will co-operate in all sound economic movements to promote the general welfare of the farmer.

The wheat council, he said will work "to bring the control of the American wheat market from Liverpool to a point in the United States."

"While I cannot undertake to speak for the directors of this corporation," Congressman Anderson said, "I am personally of the opinion that the first effort should be directed toward increasing the consumption of wheat as this can be undertaken at once and will affect the price of the crop presently to be harvested. The permanent solution of the problem depends, however on development and application of methods for organizing and controlling the production and marketing of wheat in this country and the more advantageous disposition of such surplus as may exist above domestic consumption."

"It is my own opinion that co-operative organization affords the best means for accomplishing this purpose and my hope is that the council will undertake to establish the basis on which organization and control of marketing of wheat can be effected and given constructive aid in developing the necessary agencies and associations for this purpose."

"It is my view that modern agriculture must be an organized agriculture."

"It seems probable that the control of the situation will be found in the relatively few states producing a surplus beyond their own requirements and that the organization of the relatively small proportion of the production in those states will be sufficient to establish a condition of stability and equilibrium."

Congressman Anderson was chairman of the recent wheat conference at which the wheat council was organized.

May Be Byng Street

Ald. Cooper at last night's meeting of the City Council brought up the matter of bestowing a name upon the street running from Regent street eastward toward the university, which for some years has erroneously borne the name of Victoria. The alderman pointed out that already there was a Victoria street in the city. He asked for suggestions and the first was Byng. Another was Albert. The matter will be dealt with later.

News Will be Late

The Dempsey-Gibbons fight starts 6 p. m. Atlantic time this evening. It will probably be well along towards 9 o'clock before the news of the result reaches this city unless the bout does not go the full fifteen rounds.

S. R. Weston of St. John engineer with New Brunswick Power Company is a guest at the Queen.

Mr. R. K. Tracey, M.P.P. of Centreville is at the Queen today.

J. D. McKenna, M.P.P., of Sussex is in the city.

Angus MacLean of Bathurst is a guest at the Barker House.

London's Big Trusts Finds Able Defender In a Labor Chieftain

Hon. J. H. Thomas Bitterly Condemns Private Omnibuses Which are Trying to Compete with the Combine—Says London faces a Serious Transportation Problem—Germans May Proclaim State of Siege.

(Special Cable to the Mail)

London, July 4—The novel spectacle of a labor leader hotly defending London's largest trust was seen today at the conference of national railway men when the Right Hon. J. H. Thomas bitterly condemned the private omnibuses which are endeavoring to compete with the existing combine between the regular busses and the underground railway. Mr. Thomas declared that London faced the most serious transportation problem of its history and was threatened with absolute traffic chaos through disorganization by means of irresponsible private companies and individuals which blocked the roads and streets of the city and district under the guise of so called free competition. The underground combine today carries a daily average of seven million passengers but independent busses are largely patronized by the public on the ground of freedom of choice. This means that the independent companies are taking the cream of the business leaving the "skim milk" in a highly efficient combine. What will the public say when the combine decides that if it can only get the lean traffic which does not pay it will go out of business, said Mr. Thomas. This problem must be tackled immediately, not on lines of absurd competition but of benefit to the entire community.

READY FOR A SEIGE

Berlin, July 4—In the event of Chancellor Cuno's resignation or "the government's capitulation on the Ruhr" the Prussian government has all plans ready to proclaim a state of siege. This would give the police and military all governmental powers on the assumption that such contingency would be the signal for a "putsch" or revolutionary outbreak. Police officials confirm United News exclusive Sunday dispatches admitting they know extreme radicals are plotting with conservative extremists for a serious attack.

Sorry That Railway Bill Did Not Pass

Mr. T. W. Caldwell, Progressive M. P., for Carleton-Victoria was among the visitors to the city yesterday. Mr. Caldwell since going to Ottawa has worked unceasingly to improve the position of the Valley Railway, which now begins nowhere and ends nowhere. He was one of the first to advocate the construction of a branch line from Meductic to the Maine border. He urged the matter upon Hon. Dr. Reid, Minister of Railways in the late government and while he obtained a sympathy hearing and some promises, nothing was accomplished. He also brought the matter to the notice of the late Hon. W. C. Kennedy and his successor, Hon. G. P. Graham, and he was naturally much elated when the government's branch line program was submitted to the House a few weeks ago, to find that the proposed branch from Meductic to the Maine border was included in the list.

Mr. Caldwell says that while the Conservatives sought to amend the railway bill when it was before the House, concluding that the money should not all be voted at one session, they did not really oppose it. The Liberals and Progressives gave the bill strong support and it passed the House by an overwhelming majority. He said it was pointed out during the debate that there were many branch lines included in the bill, the construction of which is absolutely necessary in the interests of the C. N. R. system and which would prove of great value as feeders. He said that the action of the senate in throwing out the bill was a big surprise to him

Honeymoon Huts in Trees For Tourists

Grimsby, Ont., July 4—Automobile tourists who meet nightfall on the road between Grimsby and Beamsville this summer may roost in the trees in "honeymoon huts." Archie Burland, retired farmer, already has erected one roadside bower in the branches and plans to put up several more.

Tea at the University

At the tea served at the University Tuesday afternoon following the ceremony of laying the corner-stone of the new memorial building those entertained by Chancellor and Mrs. Jones were His Excellency and Lady Byng, and party, His Honor the Lieut. Governor and party, members of the Provincial Government and Mayor Reid. Mrs. Jones was assisted by a number of ladies. Mrs. John Stephens poured. Those serving were Mrs. C. M. Steeves, Miss Eliza Hunter, Mrs. J. B. McNair, Miss Edith Jones and Miss Mary Jones.

and he was at a loss to understand what had prompted such a course on their part. Asked if he thought influence had been brought to bear on the upper house he said he was not in a position to express an opinion as to that. "The Conservatives are responsible for the defeat of the bill" he said, "and, in this connection I am inclined to think that when J. K. Monroe stated a short time ago that Mr. Meighen was without political sense, he was not very far astray."

Stork Won Out in Race With Taxi

Driver Stepped on Gas but Birds Wings Flapped Too Readily.

New Orleans, La., July 4—John Francis of the chauffeur force of the Yellow Taxi Company is a good driver—but he has been beaten in a race with a long-legged bird.

The stork beat John Francis.

It was a close finish at that.

And the one-day old son of Mrs. Peter Dassau of Shrewsbury is hailed today as New Orleans taxicab baby.

For the Dassau baby first saw the light of day on Prytania street, in front of Touro Infirmary and through the windows of a Yellow taxicab.

It was at 4.30 P. M. that John Francis at his wheel, pulled up with a grinding of breaks in front of 904 Royal street. The summons had been urgent.

Friends conducted Mrs. Peter Dassau into the taxi, closed the door, and leaning over, whispered long and earnestly in John Francis's ear.

Then it was that John Francis knew he had a race on his hands. He leaned into it.

Taxi Made Good Time

Driving through the afternoon traffic the All-American half-back dives through a broken field, John Francis drove his machine. Out Royal street, around the corners on Canal, and up-town toward Prytania street's level stretch of asphalt the Yellow roared.

"I'll square it with the police later," thought John Francis to himself, and he gave her a little more gas.

But close overhead the long-legged bird was flying—and if you had seen it, you'd have noticed that the stork's beak was parted in a grin. Casoline is all right in its way for speed, but the old stork has been in training for a long, long time.

Up in front of the Touro Infirmary in Prytania street the Yellow roared, and came to a stop with a creaking of brake-bands. John Francis looked around.

And then he knew for the first time that he had lost his race.

The lusty cry of the young son of the house of Peters Dassau, sounding through the windows of the Yellow taxi, was probably three ringing cheers for the stork.

"Mother and child doing well," Touro infirmary reports.

At Chautauqua Next Week

Some of the several features at the Chautauqua tent next week will be the great Shakespearean production "The Taming of the Shrew" which will be presented by an excellent cast. Do not fail to hear the Dunbar Cathedral Choir and the Ernest Gamble Concert Party. The lectures this year are far ahead of anything ever attempted in this line. The full weeks program is excellent. Be sure and get a season ticket and save a whole lot of money. Tickets, \$1, 2, and \$3.

EXONERATES GERMAN SAILORS FROM THE CHARGE OF SABOTAGE

(Special to the Mail)

Washington, July 4—Another tale of German atrocity widely circulated and believed everywhere in the United States during the recent war perished Tuesday when it became known that German sailors did not wreak havoc with the machinery of the Vaterland, now the Leviathan when that enemy vessel was interned in 1917. After six years of silence by many American officials who were aware that the story of "Hun sabotage" on the big ships was only a fanciful myth Congressman Martin B. Madden of Illinois revealed what was known to officialdom that the damage to the Vaterland's turbine and boilers was caused by an accident before America entered the war.

U. S. Sculler Meets Defeat At Henley

BEATEN IN A PRELIMINARY

Belyea Looked Upon as Strong Contender for the World's Championship.

(Special to the Daily Mail)

Henley, England July 4—Walter Hoover of Duluth world's sculling champion was defeated today in a preliminary heat of races for the Diamond sculls which the American won here last year. D. H. L. Gollan an English oarsman took Hoover's measure.

Henley-on-Tames, July 3—With Hilton Belyea, of St. John, N. B., veteran Canadian champion oarsman, conceded to be a strong contender for the diamond sculls trophy typifying world supremacy as an oarsman, the eightieth annual Henley regatta will begin on the Thames River at noon tomorrow.

To get into the finals for the trophy, Belyea would have to defeat the world's best amateur oarsmen, including Walter Hoover of Duluth, Minn., present holder of the trophy. Other oarsmen of international repute who are in the lower half of the draw with Belyea include D. H. Gollan, of the Leander Club and Russell Codman, Jr., "Boston." Any one who beats this trio likely will be worn out from the gruelling test and might prove an easy victim to S. Beresford, Jr., the Englishman who won the diamond sculls in 1920 and who is expected to be the other finalist as in his half of the draw he meets only young Englishmen who have entered the event just to get their oars wet and test their nerve and stamina for future regattas.

Belyea and Hoover have been most impressive in their workouts and rowing experts here—and that's everybody in Henley, for this Thames village is to rowing what St. Andrews is to golf and Wimbledon is to tennis—are commenting favorably on the chances of the two. Hoover is favored to take the title back to the United States but the Canadian is sure to give him stiff opposition, if they meet.

Scarcity of Clergymen

The absence of several clergymen on vacation is causing some inconvenience to young couples from the country, bent on matrimony, visiting the city these days. This morning two souls with but a single thought arrived in the city and while he started out to obtain a license she was delegated to hunt up a clergyman to tie the nuptial knot. There was no hitch in securing the license, but the prospective bride was on the point of giving it up as a bad job, when at last her search was rewarded. The man in the case, it is said, had been through the mill before, and had become adept at passing the buck.