

MEN WILLING TO GO BACK TO WORK

Mr. Hays Says They Must Come Back as New Hands and Lose Pensions.

Now Looks Like a Fight to a Finish—What Both Sides Say About the Prospects.

Montreal despatch: The arrival in the city this morning of Mr. A. B. Garretson, President of the Order of Railway Conductors, and Mr. W. G. Lee, President of the Brotherhood of Railway Trainmen, was followed this afternoon by a call upon President Hays, of the Grand Trunk, which lasted over an hour. "Unless," said Mr. Garretson, after the conference ended, "the Grand Trunk will come down from its present position of refusing arbitration, the fight will go on until one or the other party is beaten. There is no doubt about that. We made no suggestions to any great extent as to the means of settlement in our conference with Mr. Hays, but made it apparent that our mission was friendly because we took into consideration the hardships placed upon the public by the strike."

To this Mr. Lee added that Mr. Hays had not made a direct reply, except to say that he did not see how anything could be done at this time. On the other side, it is learned on good authority that Mr. Hays' answer was not only direct but positive. The company held to its contention that the time for arbitration had passed and this intimation was conveyed to Messrs. Lee and Garretson. The company had no animus at all against the men who had formerly been in its employ and expressed a willingness to take back into the service those for whom they could find places and whose conduct since the strike declaration had not been of an objectionable character. Further than this it would not go.

OFFERED TO RETURN.

According to an official statement issued to-night the Grand Trunk claim that Garretson and Lee at the conference intimated that the strikers were willing to go back to work as if they had never left the service, accepting Mr. Hays' offer of eighteen per cent. increase, but that they wanted each man to have his old job back and that pensions should be restored. The date as to when the standard scale should go into force was left to arbitration. Mr. Hays, however, according to this statement, refused to accede to these proposals, declaring that the men who had been engaged during the strike could not be displaced and that the strikers would have to apply for reinstatement as new men.

The men's representatives, however, deny that there was any disposition shown by Messrs. Garretson and Lee to relinquish their demands or surrender, but that they urged that the whole question should be left to arbitration.

TELEGRAM TO OTTAWA.

After the conference with Mr. Hays, Messrs. Garretson and Lee sent the following telegram to the Minister of Labor at Ottawa:

"After careful discussion and full reports as to the conditions existing on the Grand Trunk system, the fact that this brought into most prominence is, if both sides persist in determination to fight to a finish, that communities, industries and the public who are wholly dependent upon the Grand Trunk service must continue to suffer both loss and hardship thereby."

"Both sides should give consideration to the interests of those who suffer from the effects of the strike, and we fully approve and endorse the action of our representatives, Messrs. Berry and Murdoch, in indicating to you their willingness to leave decision of the points of difference between the Grand Trunk Railway and its conductors and trainmen to an impartial tribunal that can be mutually agreed upon. Should this be declined by the other principal, the burden of responsibility for the public injury must of necessity lie upon those who thus refuse."

"A. B. GARRETSON,
President of the Order of Railway Conductors."

"W. G. LEE,
President of the Brotherhood of Railroad Trainmen."

Messrs. Garretson and Lee left for Toronto this evening. Just previous to leaving they intimated that they expected to hear from Mr. Hays tomorrow in Toronto.

126 TRAINS IN MOTION.

It was officially announced to-day that there are now 126 trains, consisting of 2,586 cars, in motion on the system between Chicago and Portland, some thirty trains more than yesterday. The largest proportion of these is on the middle division, which embraces practically the whole of Ontario west of Toronto. The first westbound freight manifest from Montreal to Chicago left the Point St. Charles yards to-day.

TOO COSTLY FOR COMPANY.

President Lee issued this statement to-day: "We are here merely in an advisory capacity, not to interfere in any way whatever with the conduct of the strike under Mr. Murdoch and Mr. Berry. We have every possible confidence in them, and they have supreme authority, the authority we delegated to them just prior to the 18th. We are here largely to show the men that we have confidence in their leaders; the leaders themselves do not need to be assured of that."

"Everything is going most satisfactorily from our point of view, in spite of what the company is saying. We know, moreover, that the company cannot af-

ford to allow the strike to go on. I am certain that one million dollars would not cover the loss to the company in the past week. You must remember that in a strike of this kind the company's payroll is greatly increased and its revenue practically cut off altogether."

"The daily wage of the strike-breaker is \$6 to \$8. We know this, for our men who have been in several cases sent to work at this work have found out. The trains which are running are not paying their operating expenses with the number of men who are engaged to work them. How long will this be kept up? Not very long, I am sure. The stock market will quickly show where the company's revenue stands, and stockholders will see to it that the strike is settled."

"What of the widows and orphans whose money is invested as trust funds in Grand Trunk stock? Do you think the public will allow one man to stand in the way of a settlement as Mr. Hays is doing? I think not."

"There are three factors in this strike. There are the company, the men and the public. Now, if the company realized as well as the men do the inconvenience that the public is being put to through the company's stand, there would quickly be a settlement."

"Mr. Murdoch made a fair and square offer to Mr. Hays, an offer to submit the differences between us and the company to an impartial board of arbitration. That offer was rejected, but that offer still stands. Will the public allow Mr. Hays to block a settlement in which it is vitally interested? I do not think so. It will quickly come to the conclusion that if Mr. Hays were as willing to submit to impartial arbitration as the men are, there would very quickly be a settlement of the difference as a result of which the whole public is suffering."

ISSUES ULTIMATUM.

G. T. R. Orders Men to Return or Get Their Time.

Toronto despatch: "Dear Sir,—You are hereby requested to return to work and resume your duties at once, otherwise your position will be filled, as we have a large number of men ready to start work. I desire to see you not later than 7 p. m. to-day. If it is not your intention to resume work, hand in all company's property in your possession and receive your time. Yours truly, W. H. Farrell, terminal superintendent."

"Under date of July 26, the above letter was sent to every striking conductor and trainman in Toronto." This was the statement made by Vice-President Berry at the termination of the meeting in St. Andrew's Hall last night. "This letter," said Mr. Berry, "was written exactly one week after the officials had stated that they had all the men they required, that conditions were normal, and that the road was properly manned. Despite this letter, not one man that went out has gone back. That is a pretty fair evidence that the men are not weakening. Last Monday, Mr. Hays wrote to the Montreal Gazette, saying that he was sorry for the misguided employees, but that they could sit on the fence and watch the trains go by. The company cannot get experienced men. In 8, 9 and 10 districts, not a freight car has moved since the strike, and a big percentage of their passenger trains are being annulled daily. To-day the company moved fourteen cars of ice from Allandale to the city. The conductor on the train was a locomotive foreman, and the brakeman, an office boy of 15 years. Personally, I am surprised that the company has not made better headway in the length of time the men have been out. The fact that they have not, is convincing evidence that they will never be able to do much better. Their freight service is about 5 per cent. of what it should be. That is all I have to say about the situation, though I may add that the men are just as optimistic as ever they were with regard to ultimate victory."

MEN WERE ENTHUSIASTIC.

Last night's meeting, following the inevitable precedent, was a closed one, but even the fast shut doors failed to drop the ebullience of cheering which punctuated the various speakers' remarks. As the men filed through the passage on the completion of the evening's programme, they were in boisterous spirits, and apparently more confident of victory than they yet have been.

LITTLE DOING.

Yesterday was the day assigned by Transportation Manager W. G. Brownlee for a re-umption of activity in the movement of local freight, but neither in the same street yards, nor in the station yards, were there any evidences of a return to normal conditions. Shippers who counted on despatching goods were warned that the company was accepting freight only in a limited quantity and that no cars would be received. Further, the company would not accept perishable goods. The yards from John street to Bathurst street were devoid of activity. Only one switching engine plied along the tracks and very few cars were moved. At 3.30 a westbound freight of 30 cars passed through the station, and enquiries elicited the fact that, with the exception of a coal train from Mimico to York, this was the only movement of importance during the day. The congestion of traffic on the tracks at Bathurst street remains unchanged. At Mimico, also, little has been done to improve the situation. Yardmaster Crewe, assisted by several men, made up two trains for

Stratford and Belleville, but they were not despatched until the afternoon. Owing to a derailment of four freight cars near Wellesboro, Ind., the Chicago train, due in Toronto at 7.45 a. m., did not arrive until 6 p. m. The accident was in no way due to the strike, Mr. Brownlee stating that the rails had become kinked through the excessive heat. Fourteen cars of ice from Belle Ewart arrived at the market switch at 5 p. m. They were loaded nine days ago, but the company was unable to make delivery until yesterday, when a special engine was sent from Allandale to haul the cars to their destination. Ice dealers express the fear that, if the strike continues, an ice famine may result, as nearly all the companies have been compelled to draw heavily on their reserve supplies. Three cars of fruit were brought to the market in the morning, the company informing the merchants that this was a forerunner of renewed activity in this line of transportation. These are the first cars to reach the sheds since the strike began. In contrast to the inactivity on the G. T. R., the shipments on the C. P. R. are reaching mammoth proportions. Long lines of cars are strung on every track in the York street yards, and the large staff of freight handlers is having a busy time in handling the big increase in outwardgoing freight.

HALF FREIGHT SERVICE MOVING.

Toronto despatch: "I have little to say to you to-night," declared General Transportation Manager Brownlee last night. "The service is so full now that it would be impossible to give a detailed statement. Passenger service is normal and freight about 50 per cent. We ran three trains with fruit into the market, one this morning, one at noon and one this evening. We have got the Northern Division started too. We received some freight at the sheds this morning, and they will be open for business tomorrow morning. To-day has been the heaviest day by far up to date, and everything is moving splendidly."

"Have the members of the unions on other connecting lines refused to handle your connections?" he was asked.

"No, we exchanged two hundred cars with other lines at Niagara Falls to-day."

MERCHANTS OFFER AID.

Retail Merchants' Association Communicate With Mr. C. M. Hays.

The Dominion Board of the Retail Merchants' Association of Canada, through its secretary, Mr. E. M. Trower, has offered to lend its aid in mediating between the Grand Trunk Railway Company and its striking conductors and trainmen. In a letter to Mr. Charles M. Hays, Mr. Trower says the general manager of the railway company, if he will accept from the association some suggestions which may lead to a settlement of the disturbance in a manner which would be fair and honorable and creditable to the company, its employees and its best customers, the retail merchants of the country.

The letter points out the direct interest of the retail merchants in the settlement of the strike. The company's employees were the customers of the retail merchants and the retail merchants were the chief customers of the railway. "Our object in writing you," says the letter, "is to endeavor to see if something cannot be done to arrive at a fair and honorable settlement of this unfortunate affair." The letter states that the association understands the company to have declared that its present profits would not warrant the granting of the request of the men. The men apparently either did not believe this statement or did not care whether the road was making a profit or not. "If you are not making sufficient profit to run your road right, why should you be compelled to work and operate your road at a loss any more than any other business should be conducted at a loss? Or, why should the men work for less than it costs to live? If your employees' demands are reasonable and your claim is true that you are not receiving profit enough, I am sure that the whole retail commercial community will support you if you require more profit and put on the cost. This seems to be the business way of settling the matter."

DEPARTMENT OBJECTS.

Men Bringing Trains Across Border Must Return as Crews.

Ottawa despatch: The Immigration Department has been informed that Grand Trunk trains coming into Canada left again with different crews than those which arrived, thereby indicating that the company was thus introducing railway workers into Canada in contravention of the laws of immigration. In order to prevent this alleged breach of the law the Immigration Department to-night sent the agents instructions that crews bringing trains across the international border must return as crews to the States and not remain in Canada to work wholly within the Dominion. The wire said: "If Grand Trunk crews are not acting according to this arrangement, examine all incoming crews and reject or admit according to immigration laws and regulations."

The instructions were wired to Sarnia, Niagara, Bridgeburg, Windsor and other points.

G. T. R. CHAIRMAN COMING.

Will Look Into Strike Situation and See Things at First Hand.

London despatch: A. W. Smithers, Chairman of the Grand Trunk Railway Board, goes to Canada on Saturday, sailing on the Mauretania.

Mr. Alfred Waldron Smithers was appointed Chairman of the Grand Trunk Railway Company in succession to Sir Rivers Wilson, and had been its vice-chairman for five years. His connection with the company dates back to 1896, in which year he made his first tour of inspection in Canada. Mr. Smithers is an active, alert man, still in the fifties, and is credited with that mastery of detail which is so essential in the head of a great organization. Mr. Smithers has been a member of the Stock Exchange since 1873; he is chairman of the English Association of American Bondholders, having succeeded

Mr. Joseph Price, formerly vice-president of the G. T. R., in that position in 1904.

ENGINEERS LIKELY TO GET RAISE.

Montreal despatch: The Grand Trunk Railway will have another matter of wages to settle early in the coming month, but no trouble is anticipated. The three years' agreement under which the members of the Brotherhood of Locomotive Engineers have been working expires at the end of this month, and the engineers have submitted a new schedule to the road, on which they are willing to base a further contract for the next two or three years. The general committee of the brotherhood met here in May last, and after conferring together for several days, decided to ask for the same rate of wages as that paid by the Canadian Pacific. This involves an increase of about 15 per cent. over what the men are at present receiving. Mr. Ashe Kennedy, assistant chief of the organization, stated to-day that the general committee would in all probability reconvene in this city early in August, when the new schedule would be discussed with the officials of the road.

MILITARY RULE AT BROCKVILLE.

Brockville despatch: With the detachment of the Royal Canadian Regiment from Stanley Barracks on guard at the station and property of the Grand Trunk Railway, everything is running along in good order, with not the slightest sign of a repetition of the scenes which characterized this point recently. A rigid discipline is being maintained with reference to persons permitted to enter the company's platform and premises. Outside of passengers for the various trains, it is impossible for the general public to gain access without a written order from the commanding officer. Even yard employees had to comply with this regulation for identification. The movement of freight is becoming more active every day with much shorter trains being handled than the regular old crews were accustomed to. The freight congestion here has been gradually relieved, but no local shipments are received.

DYING LIKE FLIES

Over 16,000 Deaths From Cholera in Russia.

Twelve Deaths in St. Petersburg Every Day of the Week.

St. Petersburg, Aug. 1.—The extent of the cholera epidemic is revealed in figures made public by the Government sanitary commission to-day. The stricken region now includes forty-two provinces and territories of European Russia and since the outbreak of the disease last May there have been a total of 17,652 cases with 16,551 deaths. Recently there has been a startling increase in the number of victims. During the week ending July 23 no less than 13,374 cases were reported and of these 5,979 terminated fatally. Some time ago the scourge made its appearance in this city and for the past fortnight there has been a daily average of forty cases and twelve deaths in the capital. Yesterday there were 54 cases and 14 deaths reported here. In the local hospitals there are 51 cholera suspects, including 306 children.

TO SETTLE STRIKE

Conference Regarding Trouble of the Garment Workers of New York.

New York, Aug. 1.—Prespect for an early settlement of the garment makers' strike, which has involved upwards of 10,000 workers, an demoralized the women's clothing trade for several weeks past, appeared bright to-day with the assembling of representatives of the conflicting interests for a conference. The conferees comprise ten representatives from the cloak, suit and skirt Manufacturers' Association, and a strikers' committee of equal size. Louis D. Brandeis was asked to come from Boston to preside over the conference and readily consented, as it was largely through his efforts that the negotiations for a conference reached a successful conclusion.

A BLACK LIST.

Carolina Farmers Going After Members of Congress.

Raleigh, N. C., Aug. 1.—Three million farmers of the United States are to be banded together to attempt the defeat of such members of congress and other public officials as are deaf to the demands of agriculturists for laws advancing their interests. The announcement was made here last night by Chas. S. Barrett, president of the Farmers' Union, who said the organization was working on a list of such legislators which will be known as the "Doomsday Book." The book, Mr. Barrett added, will be issued before November.

PULLING TEETH.

Patient's Narrow Escape From a Crazy Toronto Dentist.

Toronto despatch.—Dr. J. R. Irish, an old man practicing as a dentist at 99 Queen street west, was arrested this morning on a charge of insanity. Irish told a patient that the Lord had ordered him to pull out all his patient's teeth. The patient told him that he told him to-morrow, and so he manoeuvred with the crazy man till he got a policeman to interfere.

NEWS OF THE DAY IN BRIEF

Convicted Murderer Dies in Kingston Prison.

Small Boy Killed By Falling Over Cliff.

Rebellion in Spanish Honduras Has Been Crushed.

It is reported in London that the King's coronation will be on June 21 or June 23, 1911.

A. E. Faulker, of Brantford, has secured the contract for the new Collegiate Institute at Dunnville at \$35,000.

Mr. J. L. Englehart, Chairman of the T. & N. O. Railway Commission, denies that townspeople have been held for higher prices.

Hon. James Bryce, British Ambassador to the United States, will visit Chattanooga to-morrow, and deliver an address on history and politics.

James Ross Curran, Vice-President, and one of the founders of the Carnegie Trust Company, is dead at his home at New York, at the age of 59 years.

The revolution that was detected in a incipient state on the north coast of Spanish Honduras, has been crushed, and peace now reigns throughout the country.

Joseph A. Cox, aged eight years, of South Framingham, Mass., while visiting friends at Cape D'Ore, near Parrsboro, N. S., fell over the cliff and died from his injuries.

William Harrison fell thirty-five feet from the third to the second storey of the Granville mansion at Vancouver. He was taken to the hospital unconscious. The scaffolding broke.

Henry Rochette, the French promoter, was found guilty at Paris of swindling through a violation of the corporation laws and sentenced to two years' imprisonment and to pay a fine of \$300.

The Hamburg shipbuilding companies have refused the demands of their workmen, 35,000 of whom have united for an increase of ten per cent. and 33 hours work. The company now proposes a conference.

Milk Inspector Laperance, of Montreal, who was suspended by the Mayor some time ago on account of charges made against him in the Police Court by a woman, has been dismissed by the Board of Control.

Dr. John Wm. S. McCullough, of Alton, has been appointed secretary of the Provincial Board of Health, to succeed Dr. Charles S. Hodgetts, who accepted a position with the Dominion Commission of Conservation.

Archibald Fleming, one of the oldest newspaper men in the country, was moved to the St. Catharines Hospital, being threatened with paralysis. For the past few years he has been doing editorial work on the Standard.

In view of the recent discoveries of petroleum in Trinidad, which might be useful to the navy, and the importance which the island will acquire upon the completion of the Panama Canal, the British Government is considering the advisability of fortifying the entrance to the Gulf of Paria.

Francis Laurant, of Montreal, sent to prison in 1889 for life on conviction of murder, died in prison at Kingston, where he spent 21 years. He was to have been hanged, but the sentence was commuted and he put in five years in St. Vincent de Paul Penitentiary, but, becoming insane, he was transferred here.

William May, aged 19, who lives with his mother in London township, appeared before Judge Elliott at London on Wednesday on a charge of swindling with intent at his mother and his brother James. Young May was discharged, as the evidence went to show that he did not shoot directly at the complainants.

Mr. R. J. Fleming, manager of the Toronto Railway Company, believes it would be a fine thing if every boy and girl in the city would learn to swim, and has written to the Mayor offering to carry the boys and girls of that city on the street cars, free of cost, to the various swimming stations on every afternoon, except Sundays, during the remainder of the summer holidays.

MEET AT BERLIN.

21st Annual Convention of Canadian Stationary Engineers.

Berlin, Ont., despatch.—The twenty-first annual convention of the Canadian Association of Stationary Engineers opened at Victoria Hall, at noon to-day, with a representative attendance of delegates from all parts of the province. The usual exhibit of machine articles is the feature of the convention, and is attracting the attention of the delegates.

His Worship Mayor Hahn extended a civic welcome, and Superintendent E. J. Phillips, of the local lighting plant, past president, also welcomed the visitors in behalf of Berlin. Mr. J. A. Alderson, of the Battery Kelly, Chatham, and Secretary W. A. Crockett, of Hamilton.

During the afternoon session the reports of officers were presented showing the progress made by the association during the year.

This evening the 29th Regiment Band gave a concert in honor of the delegates, after which a banquet was tendered to the visitors by the Berlin engineers.

The convention will continue until Thursday afternoon.

It is quite possible for a wide circle of acquaintances to be absolutely square.

POLLUTE LAKE.

Rochester Wants to Empty Its Sewage Into Lake Ontario.

Albany, N. Y., Aug. 1.—Plans for the disposal of the sewage of the city of Rochester which provided for a discharge into Lake Ontario, were returned to-day to the city officials by State Health Commissioner Porter without his approval. They were submitted to this State Department for approval, as required by law, and a public hearing was held in Rochester, where considerable opposition was expressed. They were then submitted by Commissioner Porter to three sanitary engineers.

The pollution of the Genesee River has reached a point where it becomes necessary for Rochester to make other disposal of its sewage. Commissioner Porter holds that the plans do not provide for a sufficient treatment of the sewage, and has indicated that when a more complete system of disposal is provided for the plans will be approved.

CAUSED BY TEETH

Archbishop McEvay Rapidly Recovering From His Illness.

Distinguished Prelate Was Not Suffering From Pernicious Anaemia.

Toronto, Aug. 1.—Very Rev. Dr. Burke, president of the Catholic Church Extension Society of Canada, and editor of Register-Extension, the official organ of Roman Catholicism, is just back from Newport, Rhode Island, where he accompanied his grace the archbishop of Toronto. He brings the reassuring news that Dr. McEvay is now rapidly convalescing from the most insidious attack of illness, which up to quite recently baffled medical skill and reduced the distinguished patient to a state of weakness bordering upon collapse. The best medical skill obtainable seemed united on a diagnosis of pernicious anaemia, and the blood counts first made seemed to justify this contention, but as soon as a dental fixture and a couple of defective teeth were removed from his mouth he began at once to show evidences of recuperation, and when a new blood count was made at Newport it revealed the normality of his blood, and consequently disproved the anaemic diagnosis altogether. His blood was simply poisoned from his teeth. He is now constituted in a very pleasant cottage at that delightful seashore city—sufficiently removed to have complete seclusion, and sufficiently near, when he wishes, to participate in the life and enjoyment of the place. Dr. Burke adds: "Let there be no uneasiness about it. His grace will gain strength daily and come back from a rest which his onerous duties here would have made necessary, anyway, full of life, strength and vigor."

SOO CANALS.

Dispute Figures as to Amount of Traffic Through Them.

Sault Ste. Marie, Mich., Aug. 1.—The figures recently made public by United States engineers on the traffic through the Soo canals for the year ended June 30, 1910, are declared misleading by vessel men here. The criticism is that the figures show a falling off in traffic through the American locks. When the figures of both Canadian and American canals are taken the picture shows an increase of nearly 19,000,000 tons over 1909.

Following are the figures for both canals: Entire tonnage for 1909, 47,505,579; for 1910, 66,184,836. The figures for the American canal alone showed 32,759,283 tons for 1909 as compared with 28,951,144 in 1910.

CARS STOPPED.

Two Thousand Troops Going to Scene of Strike at Columbus.

Columbus, Ohio, Aug. 1.—Not a street car has been running in Columbus since midnight, and to-day thousands were compelled to either walk or ride in any sort of vehicle to get to their places of business. The cars will not be started until the 2,000 troops of the National Guard arrive to-day to enforce order during the strike of the street car men.

Battery C, of Columbus, Capt. Bush commanding, is guarding the State arsenal, and will be on duty there as long as trouble continues. The Battery C boys are armed with repeating guns which shoot back-shot.

DRANK ACID.

Toronto Girl in Critical Condition at Hospital at Falls.

Niagara Falls despatch.—Eighteen-year-old Maggie Garner, of Toronto, is lying at the Memorial Hospital, over the river, in a critical condition. Late last night the girl was found in an unconscious condition in her room at No. 1112 Buffalo avenue, with the dregs of a solution of 5 per cent. carbolic in a glass near by. She had taken four ounces of the poison.

On the table near the glass that had contained the poison was found a note addressed to the girl's mother, Mrs. Mary Botton, 74 Albert street, Toronto. Mrs. Botton has been notified.