

# Arbitration the Keynote

Great Demonstration for the Street Railway  
Strikers in the East End.

Men and Women Show Strong  
Sympathy and Pledge  
Support.

Large Crowd Attended the Satur-  
day Night Mass Meeting to  
Hear the Situation Dis-  
cussed.

President Mahon Punctures Some of  
the Company's Pet Arguments—  
More About Mr. Everett and the  
Detroit Street Railway.

The striking street railway employees held a mass meeting in the Jubilee Rink, east end, Saturday night. There were present about 2,000 people, many of whom were ladies. The speeches were listened to earnestly, and demonstrations of sympathy with the strikers were frequent and hearty. There was a marked absence of anything approaching disorder, either inside or outside of the building. Police Sgt. Jenkins and other officers were stationed outside the building. Sgt. Jenkins said, after the meeting had dispersed, that there had not been during the whole evening any symptom of disorder. The conduct of the crowd had been admirable. The speeches were delivered from the elevated band stand. Joseph T. Marks acted as chairman.

Mr. Marks spoke of the extent of the trusts' influence, and said the time had come when every laborer should identify himself with the different organizations, which were battling against this widespread influence. He invited any who were not identified with a union to come to an organization meeting to be held in Labor Hall on Tuesday night. Speaking of the street railway union, he said they had not entered this strike ill-advised. They were there to stay, and he trusted it would be shown that the street railway company could not crush the employees' association. During the present year there had been thirteen or fourteen street railway strikes, and the companies had met with disaster after disaster. The speaker felt confident that the citizens of London would help the union men on to victory. They were going to win the greatest victory ever achieved in London. It was a battle upon which much depended for organized labor throughout Canada. The outside organizations were thoroughly alive to this. Letters of sympathy were being received daily, and financial support would not be lacking.

Mr. J. Gurofsky, organizer for the United Garment Workers of America, expressed pleasure at the orderly manner in which the strikers and their friends had conducted themselves so far during the fight, and remarked that the people the street railway company had brought in from all parts of the country would no doubt be pleased to find themselves in the city to do. Upon one side of the fight was a grasping, soulless corporation, composed of men of wealth, a company of modern Judases and Shylocks, banded together for the purpose of seeing that the men who worked for them and built up their business should not secure fair and honest conditions. On the other hand were men who wished the same privilege of organization enjoyed by the company, that they might protect their wives and children from being ground down to a condition of abject and degrading poverty. The people of Canada were interested in the outcome of this fight. Continuing, he said: "When I came into the city last night no cars were running. Today an odd car passed along the street, now and then, with one or two people in it. In sunshine and in rain the citizens of London have shown that they are ready to

STAND BY THE MEN, and boycott the company until the fair demands of the men are conceded. This is the fight of all men and women who love justice and right." Capital, he said, had organized itself for the purpose of crushing labor, and now labor was organizing itself to protect its members and their wives and children. Labor organizations are being formed the world over. And nothing else was doing so much for the uplifting of humanity, for the education of the people, the cause of temperance, and the purification of social and political life. "There are very few people in this city," he declared, "who are not in sympathy with the men. The country is prosperous; times are good throughout the country, and the men and women who toil, the wage-earners who produce all wealth, have a right to share in that prosperity. The citizens of London are proud of the intelligent, orderly body of men who have banded themselves together as the London Street Railway Employees' Union. They will stand by the men, and it will only

be a few days until they will be back at work again."

Mr. Gurofsky then spoke of the garment-making industry, saying that no other class of toilers in this country are so much ground down as the garment-makers. In Hamilton their wages had been cut from \$4 to \$2.50 a week. In the city of London women were paid from 6 to 12 cents for making vests. The speaker prophesied that in the near future the citizens of London would be much more familiar with the horrors of the sweat-shop than they have been. He was pleased to say, however, that one firm in this city had welcomed the formation of a union among its employees, and had adopted the union label—the first firm in the Dominion to do so. And this newly-formed union would give to the street railway men not only moral, but financial support.

There was a time when the capitalist class kept the toilers divided on questions of politics, creed and nationality, but that time had gone by, and the world's toilers now stood together to protect their wives and their children.

W. D. Mahon.

In introducing W. D. Mahon, international president of the Amalgamated Association of Street Railway Employees, Mr. Marks stated that the Wheeling, W. Va., strike had lasted for two months, and the company is still operating empty cars.

Mr. Mahon, referring to the former speaker's statement that laboring men were no longer divided by questions of politics or nationality, said the only question today was, "Are you a man and are you struggling for humanity?" "There is a greater battle today than that against slavery that divided the north and the south. We are battling against a slavery more degrading than the blackest days of slavery. In the days of chattel slavery the owners cared for their slaves when sick, and fed and housed them well at all times, because it paid. But under the present system of wage slavery it matters not if a man dies; there are a dozen others to take his place. And this is the question that calls us together tonight. When one regiment of toilers is being attacked, the others are all interested in repelling the attack."

"The street railway strike has been discussed all over the city. The men asking 15 cents an hour and that their organization be recognized by the company."

The men, before going on strike, had offered to submit

ALL QUESTIONS TO ARBITRATION. The company complained that the men wanted to operate their road, and to run their business. The men didn't want to run anybody's business but their own. The truth of the matter was that the company had so long run their own business and that of the employees that they thought it was all their business. The organization offered to operate the cars as the company pleased. But they insisted on a living rate of pay, not only for a few men, but for all the employees; they say so many hours shall make a day's work, and no one shall be imposed on. And the organization offers the company more than that. It offers to submit to a standing board of arbitration all matters of dispute that may arise. The men want the company to agree to that board. One member of that board shall be chosen by the company, one member by the employees, and these two shall choose a third. The principle of arbitration is recognized the world over and stands foremost as the basis upon which differences should be adjusted. The present fight was for a principle. The speaker did not know any member of the street railway company. They were all gentlemen so far as he knew. He attacked no one personally. If the men had nothing to stand upon but personal abuse, their case was a hopeless one.

Referring to the company's published statement that Mr. Everett had only recognized the union in Detroit because it was there when he took over the road, Mr. Mahon said that

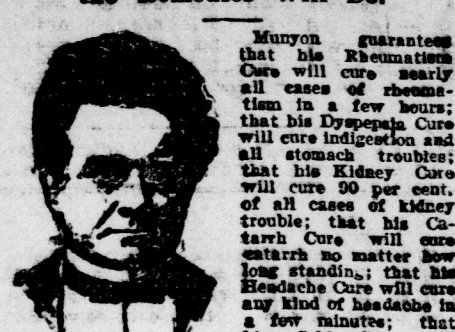
STATEMENT WAS UNTRUE. Mr. Everett and Mr. Pack had come to Detroit asking for a franchise for a new road. They offered eight tickets for 25 cents. Their offer was accepted. But there were opposition lines. The old roads were strongly organized. So the new company said, "We want our men to organize, too." And built the road and hired union men to operate it. Mr. Everett didn't find the union there, because he built the road.

Mr. Mahon corrected the report that he had said Mr. Everett recognized the union in Akron, Ohio. What he had said was that in Akron, a city of not more than 35,000 people, Mr. Everett had voluntarily raised the wages from 13½ cents an hour to 16, 17 and 18 cents an hour. If that were not too much in Akron, was 16½ cents an hour too much in London?

The speaker believed capital had the right to organize; but labor had the same and equal right. Labor organization was the pooling of manhood and of womanhood, in the interest of

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the mass, in the interest of humanity. Labor organizations had been bitterly attacked. But there had never been a forward movement in the history of civilization that had not been attacked. Jesus Christ was called an agitator; they called Christ a death because he stood for the principles of organization.

"We stand upon the same religion," said the speaker, "on the same platform that Jesus Christ stood upon when he preached the

SERMON ON THE MOUNT."

"It is amusing," said the speaker, "to hear business men talk about your obnoxious labor strikes. They say they would strike quickly enough if anyone should go into his store and insist on taking goods at his own price. Labor was the only commodity in the world on which the buyer and not the seller fixed the price." He referred to the trackmen's strike, which, he said, had been inaugurated long ago, not by the men, but by the company, which struck at the homes of the workmen by cutting the wages to 88 cents a day.

"What will remove strikes?" he asked.

"Let us commence with the damnable system that compels us to sell ourselves as wage-slaves, that takes the children from the fireside and the school, to place them in the stores, the factories and the mines."

The speaker was glad to see so many women in the audience. The matter was of vital interest to them, because capital was

STRIKING AT THE HOME.

and at the little children. In Chicago organized labor had discovered 170 sweat-shops, where women were selling their souls; where women worked 70 hours a week for 75 cents; where the conditions were such that a woman must either sell her purity or lose her life. It was against such conditions that organized labor was doing battle.

"The unions are your friends," he said, "and I ask of you women, give your prayers and your support to the labor organizations."

Other Speakers.

Mr. John McLean was called upon. He had always been deeply in sympathy with the cause of labor, he said. No cause brought out more of the manhood in one. It was unquestionably a fact that without organization laboring men were crushed. How could men "scab" and follow the low commandment, "Do unto others as you would be done by"? He deplored the fact that so many women and children were working in the big factories of the city. There were crowds of them, yet no man would take them out of work. These things should not be. Mr. McLean, continuing, scored the city council for turning down the petitions for the tailors' label on the firemen's suits, and the printer's label on the printer's printing. He commended Ald. Plant. He was a consistent representative of the working classes. He had been on the right side of every question affecting them.

Ald. Plant was the next speaker. The street railway employees were a body of men

SEEKING TO GET JUSTICE

from a grasping and grinding corporation, he said. The city received no percentage from the company, as was the case in Hamilton and Toronto, and should pay higher wages. The fares—seven and nine tickets for 25 cents—paid them handsomely. To show that the company was always looking out for number one, Ald. Plant referred to their assessment appeals, the unsuccessful attempt to have the assessment of the Springbank line fixed at \$5 a year for twenty years, and the trouble the city had in collecting a bill for cleaning snow off the streets—work that, according to the bylaw, should be done by the company. The company seemed to be anxious to get the question of assessments before the courts, but there were other interesting questions now before the court of public opinion. The speaker thought the company had sufficient people to operate the cars for all the business they were doing. Why the importations?

The men wanted recognition of their union, because they were unable to secure justice at the hands of the management without it. He had it from a lawyer interested in the recently expired agreement with the men that it was not a legal document.

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and further that it was expected it would not last more than six weeks. The men had made a fair proposition—arbitration. What reason had the company for refusing it? The old agreement had been broken by the company. A strike had been called last winter, but not because the company had tried to make it more pleasant for the employees. The men had proved themselves to be painstaking and efficient, and their fight was one of the citizens of London. It behooved everybody to stand by the men in their effort to secure their right from a company known far and wide as never living up to an agreement. The speaker, in conclusion, expressed his sympathy with the striking trackmen.

The chairman, before the meeting was concluded, referred to the presence in the city of a number of detectives brought here by the street railway company. They were there to see trouble. It would injure the cause of the men, he said, and urged the audience to disperse peaceably.

RESOLUTIONS.

The following resolutions were passed unanimously: Moved by R. Symmons, and seconded by Ald. Plant: "That this gathering of citizens of East London, in mass meeting assembled, believing that the street railway employees have taken the only consistent course open to them in defense of their rights, hereby pledge their support and sympathy and financial assistance, until they have secured the recognition of their association and the vindication of their manhood."

Moved by John McLean, and seconded by William Burtleigh: "That this meeting of citizens of East London, in mass meeting assembled, hereby tender the struggling trackmen of the G. T. R. our heartiest sympathy and support, both moral and financial, and trust that public sentiment will back them up until they have bettered their condition and gained a victory for honest labor."

## THE Y. M. C. A. CONVENTION

Next International To Be Held  
in Montreal.

Secretary Hunton (Colored) Spoke for  
His People—Good Record Made by  
the Railroad Department.

Grand Rapids, May 29.—After a hard but good-natured contest on Saturday afternoon the Y. M. C. A. convention decided to hold the next session in Montreal in 1901. A number of other cities, including Norfolk, Va., and Boston, were bidders for the gathering, but a majority of the delegates favored the Canadian city when it came to voting, and they won. The active work of the big convention practically closed on Saturday, although there were large religious meetings and other gatherings yesterday.

W. W. Cooper, of Kenosha, Wis., the first speaker of the day, talked on "Christian Stewardship." The address was in a measure preparatory to the work of raising funds which followed. The raising of money took up the rest of the forenoon, after Mr. Cooper had finished. He had much to say concerning Christian business men and their responsibilities. The Christian business man studies how to make money like a faithful steward of Christ. Mr. Cooper said that men who are bad, hearing about rich men who are bad. The remark is often made that a man is bad of course, because he is rich. People have almost come to think that a man cannot be else but bad if he has accumulated property of any considerable amount. He refuted this implication upon successful business men and maintained that a man who is wealthy has just as much possibility of being an upright man, morally speaking, as his neighbor who has no fortune in possessing amounts of worldly goods.

Secretary Hunton, a colored man, followed. He said in part: "I represent today the members of my race living in all the states of the union. They are crying out for your help. You cannot form any conception of the size of the work before us. There are 1,500,000 young colored men in the United States, and many of them are living in the densest ignorance. So great is the problem that we have as yet but touched its fringes, yet we have set our faces toward the future with firm determination and a trust in God. What the problem of the colored race needs is less discussion and more work. I am positive that then the problem will be speedily solved."

Toward the conclusion of his address Mr. Hunton said there is a great need of cooperation with the white members of the Y. M. C. A. before the mission of the black man in the organization can be entirely fulfilled.

Secretary C. R. Williams made a short report of the work of the railroad department. Twenty-one homes for railroad men had been established, he stated, and eight more were immediately contemplated, as \$71,750 had already been raised toward building them. His report was that the financial aid rendered by the roads themselves elicited much applause.

The work among the colleges and the international work were described by General Secretary Mott, of the International Students' Association, and Richard C. Morse, respectively. Mr. Mott stated that there are now 600 college societies established, with a total membership of 33,000. Thirty-seven of these associations are in theological seminaries. Mr. Morse gave \$18,000 as the sum that the expenditures of the International Association amounted to last year. The meeting closed with song and prayer.

Number of earnest talks were made on the matter of finances, among which was that of W. F. Jobbins, of Aurora, Ill., a millionaire friend of the association, who has given liberally to the establishment of homes for sailors in order that when they come ashore they be not robbed by sharks.

The afternoon was taken up with sectional conferences. General Superintendent T. F. Whitely, of the Toledo and Ohio Central Railroad, led off with a paper upon "What does the railroad company expect from the railroad department?"

The remainder of the afternoon was devoted to sectional conferences, and in the evening the "Two hundred million young men in non-Christian lands" were considered. Informal speeches were made by many of the delegates, and the session closed early.

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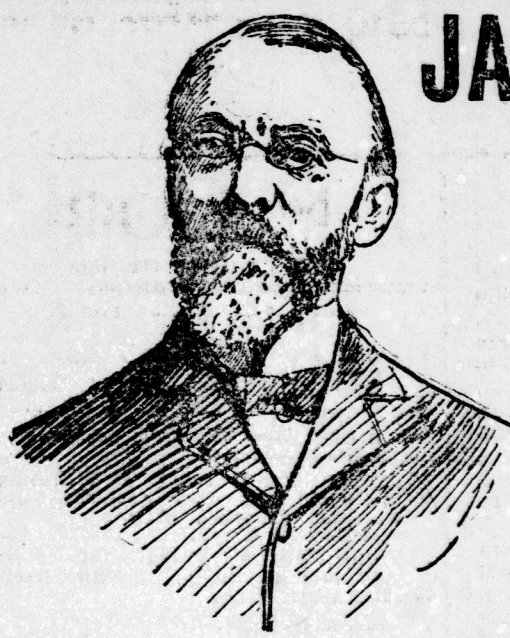
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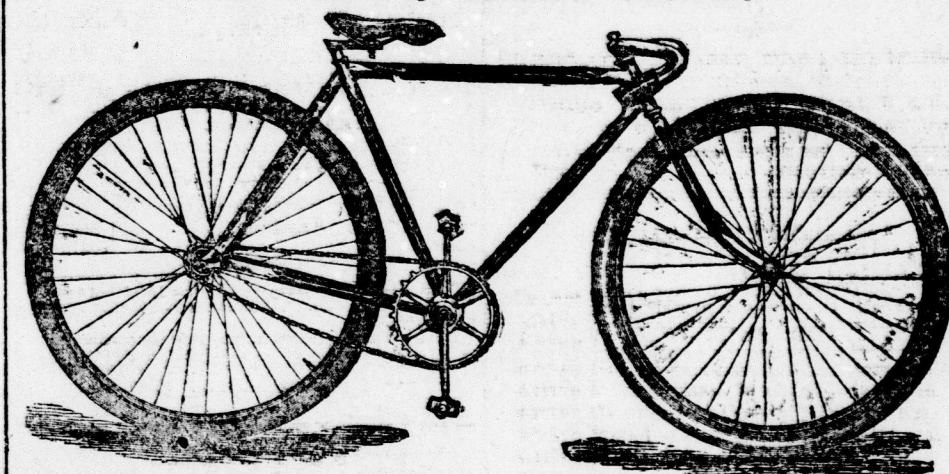
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