

WOULD HAVE BEEN NO STRIKE HAD MEN SEEN SCHEDULE GIVEN OUT BY SUPT. BOWKER

Committee of the Strikers Made Statement to the Advertiser Today—Men Find Fault With the Conditions as They Existed on Grand Trunk Railway—Company Is Criticized as Is Also the Railway Commission.

At the strikers' headquarters at Cullis Hall, on Wellington street, this afternoon, the press committee authorized the Advertiser to state that if the schedule of wages as given by the Advertiser last night had been presented to them before they went out on strike they would not have been called. "We never heard of the schedule which the G. T. R. state went into effect on the morning of July 18," said the committee. "If we had, I am confident that the strike would not have been called, and all differences would have been adjusted. The Grand Trunk officials claim that the schedule is an increase of 18 per cent over the old rates. This is not true in many cases. Take, for instance, the London, Port Huron and Stratford run. It has been increased from \$90 a month to \$100. The crews who run on trains No. 24 and 25 and 46 and 17 have received \$100 instead of \$90, as formerly. This is only an increase of 10 per cent."

Find Fault With Conditions. "However, we want to emphasize," said the committee, "that it is not so much the money considerations that we find fault with, but conditions. Under the old schedule the conductors on the International Limited and Eastern Flyer drew \$110 a month. Two men did the work. The C. P. R. on a run exactly similar have three crews, and pay them \$135 a month each. The Grand Trunk men have had too much mileage. Men were expected to cover

distances that were out of all proportion. Take, for instance, the Owen Sound run. The conductor would leave London at 10:25 in the morning and go to Stratford, and get back at 1:33 in the afternoon. He would leave again at 4:55, getting into Owen Sound at 10:30 if on time. He would come back again next morning. He would have to make up for the four separate trains. This would take him at least three hours. He would also have to spend every third Sunday in Owen Sound.

Say It's Disgraceful. "We think that the action of the railway commission in allowing inexperienced men to take out trains is disgraceful. It took most of the old men four or five days of hard work and often a week to get up on the rules. Men are being sent out now after only a short study. The lives of hundreds of passengers are in danger in consequence. We contend that car checkers, freight agents, and others, who have not passed in the rules, are absolutely unqualified to take out trains. It is also a very serious situation to have men from the bridge and building department, like Mr. Mitchell, Mr. Schwartz and Mr. Grills, conductors on trains. These men when doing their duties as inspectors of the line are very busy men, and no one is looking after their work now. We think the railway commission is greatly to blame for allowing trains to go out manned in such a manner."

MOVE TO UNSEAT MR. GRAYDON NEXT MEETING OF COUNCIL

Attempt Will Be Made to Displace With His Services at the End of the Year—An Outside Engineer Is To Be Appointed.

From rumors current at the city hall today it is evident that City Engineer Graydon's trouble, from a municipal standpoint, are not concluded. It is claimed that his appointment is to be made to continue only to the end of the year, and that a permanent chief engineer is to be appointed. The Advertiser was informed that a majority of the council have pledged themselves to see, probably at the next meeting, that Mr. Graydon is to be retained only until the end of the year. Already lines are out for a big man who will be placed at the head of affairs.

CAR SHOPS MEN TAKING BIG JOBS

It Is Alleged That Several Have Accepted Positions of the G. T. R. Strikers.

ROWDYISM IS REPORTED

Train Crews Abused in Several Instances—Roundhouse Employees Are Back at Work.

Practically all the employees of the shops at the G. T. R. roundhouse in the East End, who were laid off yesterday on account of the trainmen's strike, resumed work this morning, and as work is gradually increasing as more trains move, it is expected that there will be no further lay-off. The entire carshops is still idle, about 450 men, who have no interest in the strike, being thrown out of employment through no fault of their own.

These men are the real sufferers through the fight, as the strikers receive quite a sum in the strike allowance from the union, while the shop workers gain nothing even if the employees win, and they get nothing from any union.

Their salaries are all comparatively small, compared with those of the striking employees, and they can least afford to be thrown out of work indefinitely. This fact has induced many of them to take the places of the strikers as baggage men, brakemen and conductors.

Some Lawlessness. While no violence has been attempted, several trainmen have been abused and made the butt of all sorts of criticism as they pass through on their trains. Several instances of this are said to have been reported to the company.

Now that practically all the choice runs have been taken by the strike-breakers, it is expected that the company will find greater difficulty in filling the vacancies on the freight trains.

Only a couple of freights have been run on the entire system since Monday night. One was started out from Belleville for Montreal yesterday, and the other was taken from Montreal to Island Pond, in Vermont, and just across the Canadian border. Both trains were made up of perishable freight.

EXPRESS HIT A BAD RAIL WRECKED ENTERING TORONTO

Muskoka Flyer Ditched, But Nobody Seriously Hurt—Company Say Switch Was Tamped With, But Little Evidence to Prove It



JUDGE MacWATT, Grand Master of Masonic Lodge, Who Yesterday Denounced Banqueting in Lodge Rooms.

[Special to The Advertiser.] Toronto, July 21.—The Muskoka express, on the Grand Trunk Railway, No. 48, due in Toronto at 11 p.m., but running about 2 hours and 15 minutes behind time, ran into a bad rail at the Dundas street bridge, opposite the chicle factory at 1:10 this morning. The engine left the rails and plunged into the embankment but remained upright. The baggage coach was also derailed but did not upset. Engineer Delaney, of Allandale, had one leg slightly scarred, but the fireman escaped injury.

The train was crowded, but luckily none of the passengers were hurt. A special street car brought them down town. The train was made up of four Pullmans, one parlor car, one first-class car, one second-class car, mail car and baggage car. Grand Trunk officials were inclined to think the switch had been tampered with, but there was little evidence to bear this out. The accident is remarkable for the fact that no person was seriously hurt. Passengers in the rear coach did not know anything had happened until told to get out.

ENGINEERS TO REMAIN NEUTRAL

Those at St. Thomas Decide Not to Interfere in Strike.

SITUATION IN THE EAST

Company Reports All Passengers and Some Freights Moving on New England Lines.

St. Thomas, July 21.—The several divisions of the engineers in St. Thomas have decided, at a meeting called by order of Grand President Stone, of the Brotherhood of Locomotive Engineers, not to interfere in the situation on the Grand Trunk, and have unanimously agreed to remain neutral.

The shops here are manned by enough men only to meet repair requirements, the others having been laid off yesterday. Freight through Canada is being diverted to the M. C. R. and Pere Marquette lines here, and as a result the business of the American trunk lines has been materially increased.

The Wabash officials, headed by Superintendent Ferritor, of Decatur division, who were unsuccessful in urging the men on the Canada division to resume work on a conditional promise of having their claims investigated later, have left for Toronto and Montreal.

At Portland. Boston, July 21.—With the passenger service restored on practically every line in New England, the officials of the Grand Trunk and Central Vermont Railroads today turned their attention to the moving of freight trains and the relieving of the congestion which the tie-up has caused.

One freight train of twenty cars loaded with beef is on its way to Portland, Me., and other trains are being made up at various points ready to start as soon as the crews can be gotten together. The railroad officials declare that with strikebreakers and the men who remained with them, they will have little difficulty in manning such trains as they desire to start out today. No one will run freight trains on the customary schedule, but service through trains, it is expected, will be started before the day is over.

At Portland. The condition in Portland was as serious as at any point on the Grand Trunk system. Portland and its neighboring suburbs depend upon the Grand Trunk road to haul their beef up from Chicago and the west, and the stopping of the freight trains threatened a beef famine.

Because of the strike, the German steamship Rheingraf sailed from Mystic wharf today with only a portion of the cargo which was booked.

Reports of desertion on the part of some of the imported strikebreakers are being received from several points. The railroad officials claim, however, that they have more applicants for positions than they can care for.

St. Kitts Resourceful. St. Catharines, July 21.—The St. Catharines Cold Storage Company are perhaps the only shippers in Canada who are getting off freight by Grand Trunk. They have a unique plan. They load up a G. T. R. freight car with fruit on the G. T. R. siding at their warehouse, and then push the car by hand to Niagara Central Junction, where the M. C. R. takes charge. The Cold Storage Company have been doing this since the strike started, and have got off lots of cars.

Mob Egged a Train. Ottawa, July 21.—Locally the strike situation today was quiet, but changed. Passenger trains on the Ottawa division are running as usual, but practically no freight will be moved until the end of the week.

In addition to the incident at Coteau Junction last night, when Conductor Charles A. Mills, of Ottawa, in charge of the Montreal to Ottawa train, was assaulted by an unknown man, who threw sand and pepper into his eyes, a minor attack at violence is also reported from Glen Robertson, when the G. T. R. passenger train was passing through last night. Rotten eggs were thrown at the conductor and train, and several passengers suffered in consequence. Divisional Superintendent Donaldson, of Ottawa, complains that the Ontario provincial and municipal authorities are lax in giving adequate protection to the company's property.

The Ottawa Board of Trade this morning addressed telegrams to various boards of trade throughout Canada, urging them to take steps to back up the proposal made by the Minister of Labor for arbitration of the G. T. R. strike.

No Disorder at Durand. Owosso, Mich., July 21.—Durand people feel that local opinion prohibition is saving them a lot of trouble during the strike. That railroad town was quiet today. Since Monday night two freight cars have been sent out from Durand, a car of coal going to

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LONDON'S RAILWAY FACILITIES PROVE SALVATION OF SHIPPERS

Many Lines Entering the City Enable the Businessmen to Make Shipments Despite the Fact That the Grand Trunk Railway Is Tied Up.

The fact that London has so many competing lines of railways is proving of immense advantage to local manufacturers and businessmen in the present trouble on the Grand Trunk. As far as can be learned no local firms will find it necessary to close down. Many of the larger firms are sending out very large shipments of goods on the C. P. R., the Michigan Central and Pere Marquette.

"We would be in bad shape indeed if we did not have so many other lines of railroads out of London," said Mr. J. H. K. Page, of the McClary freight and express company. "As it is we are using other lines, and there has been no stoppage whatever in our car shipments for our branch houses. It is only on exclusive points on the Grand Trunk in this district that we are tied up. Around Montreal the G. T. R. are moving large quantities of freight, and we will not have to close any departments on account of the strike."

Using Other Lines. E. Leonard & Sons, who are large shippers via the Grand Trunk, stated that they were sending a good deal of freight out over other lines. "We will not be seriously affected because of the strike," said a member of the firm.

THIEF HID HORSE IN THE WOODS AND WAITED FOR DARKNESS

Dr. Routledge's Animal Was Only Located Through Action of a Farmer's Horse, Which Kept the London Equine Company at Rear of Farm.

Constable Robert Logan, of the G. T. R. and Veterinary Surgeon, Tamworth, of this city, went to Poplar Hill last evening and brought back the horse, owned by Dr. Routledge, Lambeth, which was stolen from a Grand Trunk car on a siding on Monday night, and which was located by The Advertiser yesterday.

Mr. Logan stated that the thief evidently placed the horse in the field to hide it in day time, intending to ride it away by night. It was tied to a tree, and the man had gone into a nearby field and secured a large bundle of wheat, which the animal was eating when found.

The place in which it was found was the rear part of a long 100-acre farm. The place is a quiet grove, with plenty of second-growth timber, which completely hid the horse.

How It Was Found. Mr. A. E. McKay, who owns the farm, would not likely have gone to that part of his premises on Tuesday

morning were it not for the fact that his driver could not be located in its usual place, and he began a search for it. It appears that the farmer's horse was attracted to the rear of the field by the stolen animal, and the two equines were enjoying each other's company when the farmer arrived on the scene.

The police have taken possession of the saddle and bridle, which they believe were stolen in London.

Jumped From Car. The horse was taken from the car at Adelaide street, after the train to which the car was attached had been shunted up the yards by a locomotive.

How it was gotten out of the conveyance without injury is a mystery, as there is no platform in that part of the yards, and there were no planks around by which it could be let onto the ground.

It is thought the animal was forced to jump out of the car door, about three feet to the ground.

W. B. JOSEPH SPENCER WAS ELECTED D. D. G. M.

Well Known St. Thomas Mason Received High Honors.

Wor. Bro. Joseph Spencer, of St. Thomas, one of the best known and most popular Masons in Ontario, was last night elected district deputy grand master of the London district, No. 2, of the Masons in convention in Belleville. The election was by acclamation.

THE WEATHER

Tomorrow—Fair. Toronto, July 21—8 a.m. Moderate to fresh southwesterly winds; mostly fair and warm today and on Friday; a few local thunderstorms.

TEMPERATURES.

Stations.	Max.	Min.	Fair
Victoria	84	54	Fair
Calgary	84	56	Cloudy
Edmonton	84	56	Clear
Port Arthur	86	56	Cloudy
Parry Sound	80	60	Cloudy
Ottawa	80	60	Fair
Montreal	78	64	Fair
Quebec	80	60	Cloudy
Father Point	74	54	Fair

WEATHER NOTES. The Atlantic disturbance has proved quite important, and has caused heavy rain and strong winds in Nova Scotia.

A shallow barometer depression now covers Ontario and the Great Lakes. There has been no change in the weather conditions in the Western Provinces. Thunder showers have occurred in parts of Ontario.

WEDNESDAY'S WEATHER. Minimum and maximum temperatures: London, 40-84; Atlin, 36-40; Victoria, 82-84; Edmonton, 80-84; Vancouver, 82-85; Battleford, 82-82; Calgary, 44-84; Qu'Appelle, 50-80; Winnipeg, 80-88; Port Arthur, 82-88; Southampton, 54-80; Toronto, 82-86; Ottawa, 54-80; Montreal, 58-78; Quebec, 54-86; St. John, 54-83; Halifax, 56-82.

TODAY'S PROBS. Lake Superior—Moderate westerly and northwesterly winds; fair and warm; some local thunderstorms.

MR. KING SUGGESTS ARBITRATION COMPANY AND MEN MAY AGREE

Minister of Labor Communicates With Mr. Hays and the Strike Leaders and Points Out the Gravity of the Present Situation.

[Special to The Advertiser.]

Ottawa, July 21.—Dominion Minister of Labor King today took action looking to a settlement of the Grand Trunk conductors' and trainmen's strike. In a communication to Charles M. Hays, president of the Grand Trunk, S. N. Berry, vice-president of the Conductors' Brotherhood, and James Murdoch, vice-president of the Trainmen's Brotherhood, he suggests a reference of the dispute to a mutually acceptable "board of arbitration," both sides to agree to accept its proposal, men to return to work in the meantime, and the Dominion Government to bear all the expenses of arbitration. In a further statement, the minister says if either side decline, it will be assuming a grave responsibility. It is believed the offer will be acceptable to both sides.

Mr. King's Proposal. Following is the text of Mr. King's letter:

Dear Sir:—The situation created by the cessation in large part of opera-

tions over the transportation system of the Grand Trunk Railway, consequent upon the present strike of employees in train and yard service, has become such as to render it imperative in the public interest that some means be found to effect a settlement of existing difference and a speedy resumption of work in all branches of the company's service. In the compliance by the parties with the provisions of the Industrial Disputes Investigation Act the requirements of existing legislation as to the investigation of differences prior to a cessation of employment have been fully met. Such further assistance as it may be possible for the Government to render in the adjustment of the present differences would appear to depend on the co-operation and mutual consent of the parties who not less than the Government will doubtless recognize in the present interruption to industry and commerce a moral responsibility, greater, perhaps, than any legal obligation, towards the citizens of the Dominion, none of whom are likely to wholly escape the evil effects of a prolonged railway dispute, and some of whom are likely to suffer heavy financial if not, also, more serious forms of loss.

EVERY PASSENGER TRAIN MOVES G. T. R. MAINTAINS ITS SCHEDULE

Petrolia-Wyoming Line Opened Up—Company Is Making Preparations to Go Ahead With Freight Business—A Statement By Supt. Bowker to The Advertiser.

Every passenger train in this district went out as usual today," was the statement of Superintendent Bowker to The Advertiser this afternoon.

"The last two to resume the regular schedule were the trains running between Petrolia and Wyoming and Port Dalhousie and Port Colborne. We have commenced moving freight on the eastern and western divisions, and it is possible that we may start moving on it yesterday. We took on a large freight here before next week. I do number of new men, probably between 75 and 100."

Men Refuse to Come Back. Asked how the men were taking the ultimatum to either return to work on hand in their clothes, Mr. Bowker said that a very few had handed in their clothes.

"In regard to the statements that we are sending out trains in charge of inexperienced men," said Mr. Bowker, "it is not true. You can say from me that no train went out of London with less than two experienced men. Yesterday we took on a large number of new men, probably between 75 and 100."

DISASTROUS FIRE AT HIGHGATE BLOCK DESTROYED, \$17,000 LOSS

An Early Morning Blaze Completely Ruins the Dobson Building the Bucket Brigades Being Unable to Cope With the Flames.

Highgate, Ont., July 21.—This place Highgate, Ont., July 21.—This place was visited by the most disastrous fire in its history today when the Dobson Block was completely wiped out, entailing a loss of at least \$17,000, partly covered by insurance. The fire, the cause of which is as yet a mystery, started about five o'clock this morning in the cellar of George Dobson's general store and spread so rapidly that Mr. Dobson had to make a hasty exit by an upper floor window, not having sufficient time to dress. The flames quickly spread to the rest of the block and in a very short time the entire building was a ruin.

The villagers turned out in large numbers and fought the conflagration by means of a bucket brigade, and it was largely through their efforts that the Molsons Bank, a drug store and the postoffice, all close to the fire, were saved.

The Ridgeway fire department was telephoned for, but the fire had burned itself out by the time they arrived on the scene.

Following are the losses so far as known: J. E. Foster, general store, \$3,000; E. C. Bury, \$600; Jas. Byfield, \$3,000; Geo. Dobson, building and furniture, \$8,000. Besides these, several lodges that used the hall on the premises lost to the extent of \$200.

A Gun Breach Bursts, Killing Eight

Fort Monroe, Va., July 21.—Eight

Artillerymen are known to have been killed and ten are still missing as the result of the blowing out of a gun breach in Battery De Roussay, at Fort Monroe this morning. The known

dead: Sgt. Harry Hess, commander; Corporal Bradford, gun pointer; Pte. A. J. Sullivan, Pte. Duffey, Pte. King and Pte. Adkins.

The dead artillerymen were attached to the Sixty-Ninth Regiment.

JOSEPH MURRAY IS CHARGED WITH ASSAULT

Piccadilly Street Man Arraigned in a Local Court.

Joseph Murray, Piccadilly street, appeared before Squire Chittick this morning charged with assaulting a girl of London Township. The offence alleged to have been committed in the county, and Murray was brought in by Acting High Constable Shaver this morning. He pleaded not guilty, and was bailed out to appear on Tuesday, July 26. His own surety for \$100, and that of his father for \$200, were accepted.

The information was laid by Mrs. Mathers, of London Township, the mother of the girl that Murray is charged with assaulting.

BROKE VOCAL CHORDS.

Columbus, O., July 21.—"Jimmy" O'Rourke, third baseman of the Columbus American Association nine, who was hit in the head yesterday by a pitched ball by "Vinegar" Bill Essick, of the Kansas City nine, is still speechless at Grant Hospital.

O'Rourke dropped like a log when he was hit and the blow paralyzed his vocal chords.

ONLY ONE COUNTY CONSTABLE ENGAGED

Wesley Welch Is Acting for the Grand Trunk Railway.

Only one of the county constables has been engaged by the G. T. R. to act as a special constable during the strike. This is Mr. Wesley Webb. The others have not even been approached, and will not likely be asked to act unless trouble arises.

"The county constables are almost too busy to act anyway," said Acting High Constable Shaver to The Advertiser.

INDUSTRIAL ACCIDENTS

168 Fatal Ones During the Month of June, 247 Quite Serious.

Ottawa, July 21.—Industrial accidents occurring to 415 individual work people in Canada during the month of June, 1910, were reported to the department of labor. Of these, 168 were fatal, and 247 resulted in serious injury. In addition, one fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the department before June, 1910.