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STREET RAILWAY STRIKE SETTLED BY J. B. M. BAXTER

AGREEMENT REACHED ONLY AFTER A LONG DAY OF DETERMINED EFFORT; NEWS GREETED WITH GREAT CHEERS

Mr. Baxter Projected Himself Into Situation in Early Morning and at Eleven O'clock Last Night Brought the Contending Parties Together in Satisfactory Settlement—Thousands on Streets Broke Into Ringing Cheers When Word Spread—Troops Withdrawn at Once — Several Cars Forced to Run Gauntlet but No One Seriously Hurt.

The news that the street railway strike had been settled at a late hour last evening quickly spread about the city, and was everywhere received with expressions of satisfaction and relief. Earlier in the evening a report spread that negotiations for a settlement were in progress with good prospects of success, but the news that the difficulty had been definitely settled was none the less welcome on that account. Many groups of men were still on the streets, and as the news spread it was greeted with cheers and other manifestations of pleasure.

It was largely through the efforts of J. B. M. Baxter, K. C., who in his capacity as city recorder and a citizen anxious to prevent further scenes of disorder, projected himself into the situation yesterday, that a settlement was reached, and the city relieved from prospect of a long and bitter industrial battle, not only likely to involve a heavy expense to keep the militia on duty, but fraught with grave danger of frequent disturbances of the public peace, riots and bloodshed.

Early in the morning Mr. Baxter had a conference with the union executive, and all day and till after eleven o'clock in the evening he was continually running back and forth between the directors of the company and the men's representatives, trying to effect a basis of settlement that would be accepted by both parties.

The company refused under any conditions to take back Mr. Ramsay, the president of the union into its employ, and this threatened the success of the negotiations, as the executive of the union and the men themselves were equally determined not to give way on the question of having him taken back in some capacity.

The deadlock on this point was finally broken by the resignation of Mr. Ramsay from the union.

Other points in the agreement were the subject of frequent overtures between the company and the men through the medium of Mr. Baxter, but in the end an agreement was arrived at which was accepted by the directors of the company and the executive of the union.

Basis of Agrement

The company agreed to reinstate nine of the eleven men discharged subsequent to the dismissal of Ramsay, and to give the other two men, Brazilian and Blendon, opportunity for a hearing before the Board of Directors in respect to the charges on which they were dismissed.

The company also agreed not to discriminate against any man because of membership in the union or because of having taken part in the strike. It further agreed that hereafter all charges preferred against the men shall be investigated, and that any employe shall have the right to appeal to the Board of Directors if he thinks he has not received satisfaction from a subordinate. Men found innocent of the charges against them shall be reinstated with pay for lost time.

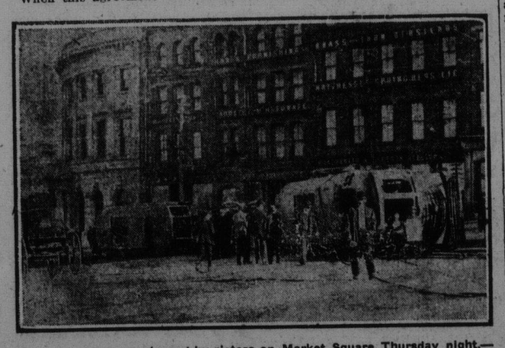
When this agreement was reached, not able to estimate what the wild work of the mob on Thursday evening would cost them, but Mr. Hopper said it would run into a very large amount.

The new cars overturned by the mob on Market Square were righted yesterday afternoon were taken to the car barns for repairs.

The company had about fifty strike breakers in the city and expected to be able to restore the service to fairly normal conditions today, with the protection of the militia.

During the day the only cars operated were those used to convey workmen back and forth, but in the evening a number of cars were put on various routes, though later they were taken off for a time, as strike sympathizers stationed on Market Square and elsewhere threw stones through the windows.

"The strike could not have been



Top view of cars overturned by rioters on Market Square Thursday night.—Snapped by The Standard Staff Photographer.

Mr. Mosher and the members of the executive, accompanied by their legal advisor, J. A. Barry, went to the 'Longhoremen's Hall, and laid it before the men. When the agreement was put before the men with a statement from Mr. Ramsay as to his action in resigning, it was formally adopted by them, the ratification of each clause being accompanied with loud cheers.

Remained in Hall

The men had been instructed to remain in their hall all the evening, so that there would be no chance of anyone saying that they were implicated in any disturbance which might arise on the streets. And even after the agreement had been ratified they were bidden to remain in the hall till Mr. Mosher and Mr. Barry could go to the crowd on Market square and announce the settlemnt of the strike.

When the men left the hall they were in a joyful mood and when they came to Market square there was much shaking of hands with sympathizers.

Bart McLean is the new president of the union elected to take the place of Fred Ramsay.

From the point of view of the city the settlement of the strike is a great thing, for according to a statement made by the mayor yesterday the measures he had taken to maintain order would cost the city at least $1,500 a day.

The street railway company were settled today if it had not been for the untiring efforts of Mr. Baxter," said Mr. Mosher, the leader of the strike. "From early this morning till after eleven o'clock this evening Mr. Baxter has been running back and forth between the directors of the company and the executive of the union, and it was mainly his persistence and determination to see the thing through that resulted in the settlement. The union is very grateful to Mr. Baxter for his efforts, and I think the citizens generally will be grateful to him for ending this affair.

"Thank God, it is over," added Mr. Mosher. "I can assure the citizens of St. John that I never want to come to this city again to take charge of a strike, and I don't believe I ever will. I regret very much that the company has suffered damages, though our men too kabsolutely no part in the disturbances, and we do not consider ourselves responsible for the destruction of property. I hope, however, that the result will be a better understanding between the company and its employes, and that the company will be recompensed by the better service the men will give from now on."

What J. A. Barry Says.

Speaking of the negotiations J. A. Barry, the union's solicitor, said Mr. Baxter intervened in the situation both in his capacity as recorder of the city, and as a public man anxious to end a condition which might lead to more serious disorder.

"Mr. Baxter," he added, "had a conference with the executive of the union and myself early in the morning and the proposition which was then made to Mr. Baxter became with some modifications the basis of the settlement. Except for the short time he was in court Mr. Baxter has been all day and all the evening running back and forth between the directors and the executive. I am safe in saying that if it had not been for Mr. Baxter we would not have reached an agreement today."

By Higher Motive.

"The union was willing to stand by Mr. Ramsay and fight out the matter indefinitely. But Mr. Ramsay voluntarily resigned his position in the union, and makes it possible to avoid a deadlock. I may say Mr. Ramsay took this action because it was to his advantage. But Mr. Ramsay also was moved by a higher consideration. In view of what has taken place he realized that if the strike was continued there was likely to be more disorder and he did not want to put the city to additional expense on his account, or allow a condition to continue which might lead to loss of life as well as destruction to property.

While the company does not formally recognize the union, the clause in the agreement providing that no man shall be dismissed on account of union principles is equivalent to that for all practical purposes. In regard to the case of the two men whom the company has refused to reinstate the union committee considered that in view of the charges made against them it was proper that an investigation should be held into them. At this investigation a committee of the men will have the right to be present. I may say the charges against these two men relate to matters not connected with union principles.

About midnight the streets were quiet and the two regiments of militia returned to the armory.

On many streets in the city on Thursday night after the lights were shut off from the besieged power house many householders hunted up long disused lanterns and hung them on their front doors, as a precaution against burglars, as well as to afford some light to passers by.

As early as seven o'clock the crowds of men, women and children began to assemble on the streets and the greater proportion of these were on Mill, Dock, Market Square, King and Charlotte streets. It was nearly eight o'clock when the militia marched up. A detachment of the 62nd Regt., under command of Major Frost were dealled to do duty at the car barns on Wentworth street. A detachment of artillery under command of Major Magee were sent to Carleton to look after that section of the city, especially the car barns on Union street. The larger section of the 62nd Regt., under command of Col. J. L. McAvity, marched to the power house and general offices of the Street Railway Co. on Mill and Union streets. A large detachment of artillery under command of Col. B. R. Armstrong marched to King street east where they stood easy awaiting orders. As soon as Col. McAvity and his regiment arrived on Mill street the soldiers were sent out and shut off all admission to citizens from the corner of Mill and Union to Smythe, also along Nelson street and the North Market wharf. This section of the city surrounded the street railway property which was so badly damaged Thursday night. No person unless on urgent business was allowed through the lines of soldiers and only then when escorted by a picket. Traffic, however, was not stopped on Mill and Dock street and citizens were allowed to walk along but not allowed to block the sidewalks. Pickets with fixed bayonets walked continually among the citizens, or along the side of the street.

The detachment of artillery took matters comfortably in the Old Burying grounds along King street east, and for some time amused a large crowd with singing popular songs.

Jam Begins.

It was not long, however, before the crowds started to solidly block the corners of King and Charlotte streets. The street cars with non-union motormen and conductors, and having as passengers only three or four special constables, started a kind of service just as soon as the militiamen had been stationed. As each car passed through the thousands of people at the head of King street there was continuous hooting and the calling of "scab, scab." It could be plainly seen that the crowd was becoming restless. The street was badly blocked. The policemen could not keep the people on the move. All were waiting to see something start and when the question was asked "What is doing?" the answer was "Nothing yet, but it is expected that something will happen soon." The sidewalks were jammed with a crowd and despite the fact that a number of women were injured on Thursday night it did not cause the fair sex to remain within their homes last evening. Finally Col. Armstrong had his artillerymen form in companies and they cleared the roadway of Charlotte and King streets, but as soon as the soldiers passed the people would crowd in on the street again. The remarks that were hurled at the soldiers were anything but complimentary.

(Continued on page 2)

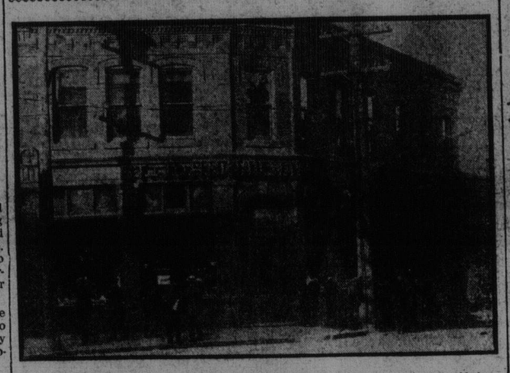
SETTLEMENT TERMS BETWEEN COMPANY AND THE STRIKERS

The articles of agreement were as follows:

1. All men, except Frederick Ramsay, to return to work forth with.
2. Before the men return to work, nine of the eleven men, who have been discharged, will be reinstated. Brazillian and Blendon may appeal to the Board of Directors for prompt hearing.
3. No discrimination to be made against any employe because of membership in the union or because of having taken part in the existing dispute.
4. All charges hereafter preferred against employes shall be investigated by an official selected by the company, and after the investigation, should the accused be found not guilty, he shall be reinstated with pay for all time lost.
5. Any employe or committee of emloyes failing to get satisfaction before such official shall have the right to appeal at any reasonable time to the Board of Directors.

Signed for the company by Lt. Col. Hugh H. McLean, president; W. H. Thorne, Fred R. Taylor, and R. B. Emmerson.

Signed for the men by Bart McLean, B. Kneeland and F. Johnston.



General Offices of the Street Railway Company, Corner Dock and Union Streets, Wrecked by Rioters Thursday Night.—Snapped by The Standard Staff Photographer.

MR. BAXTER CALLED COWARD AND CUR BY FRANK CARVELL

Went to Court to Apply for Hearing at Invitation of Commissioners and Was Vilely Insulted by Carleton County Blusterer.

CADDISH CONDUCT OF PROSECUTION LEADER RECEIVED MERITED REBUKE

Mr. Baxter Gains Point and Will be Heard in Own Defence in Matter of $500 Retainer, the Facts of Which were so Greatly Distorted by Liberal Press.

There was no lack of interest in yesterday afternoon's session of the hearing by the Royal Commission investigating the Dugal charges inconnection with the Valley Railway. Although the evidence itself was not especially interesting in its character there was a few minutes of active interchange between Mr. J. B. M. Baxter and Mr. F. B. Carvell, which caused the spectators to sit up and listen.

Some days ago Mr. Baxter applied to Commissioner Fisher for an opportunity to appear before the Commission and make a statement under oath regarding the payment to him of $500 by the St. John and Quebec Railway Company as a retainer for professional services and which sum he returned as soon as he learned that the company intended to apply to the Legislature, of which Mr. Baxter is a member for increased assistance for the building of the road.

Commissioner Fisher communicated the request to the other members of the board and it was decided that Mr. Baxter, if he wished to be heard should appear before the commission and make formal application to that effect. Yesterday afternoon, shortly after one o'clock the decision of the commission was communicated to Mr. Baxter by Secretary eGorge McDade. Mr. Baxter agreed to come to court as early as possible during the afternoon and state his case and it was for this reason that he appeared.

Mr. Carvell, whose temper has been gradually breaking under the strain of his fishing excursion into the accounts of the Valley Railway Company, was in decidedly vicious mood, and after he had objected to Mr. Baxter's appearance and that gentleman had made spirited reply, the chief counsel for the Dugal side of the case so far forgot himself as to refer to Mr. Baxter as a coward and a cur. Even the commissioners gasped at the entire lack of respect manifested by Mr. Carvell for the decorum decencies of court procedure. Mr. Baxter was naturally angered at the unwarranted insult and subjected Mr. Carvell to a verbal castigation which he richly merited.

Finally Chairman McKeown restored order by instructing the constable to remove both gentlemen from the court room if the altercation was persisted in. Mr. Baxter, however, gained his point. He will be one of the witnesses for the defence and his story is expected to place a decidedly new light upon the unfair methods pursued by Mr. Carvell in his conduct of the case.

Mr. Baxter entered the court room while Mr. Hoben was on the stand. When an opportunity presented itself he approached in front of the clerk's desk and, addressing the commission, said he had heard his learned friends making jocular references to the time of finishing the case. Before that was done he desired to address a few remarks to the commission. He considered it unfortunate that in the conduct of the case the material had been used for political exigencies to make attacks upon himself and others who were not concerned in the case, and whose reputation had been attacked in unfair and cowardly way. For himself he wanted an opportunity of making a statement and imparting some semblance of truth to the case.

He had been attacked on Saturday last in an obscure sheet, the Carleton Sentinel, which published a garbled and distorted version of what later came out as evidence. It was not published for evidence but merely for political effect. He had learned that the newspaper in question was owned and controlled by the chief counsel for the prosecution. In the second place he had been attacked by being treated differently from any other solicitor in a matter where he had ben retained by the firm of Barnhill, Ewing and Sanford. His account had been taken and published item by item and other things had been said in connection with it. Other solicitors had not been treated that way. With much indignation, Mr. Baxter said, "From the day I was fourteen years of age I earned my own living and earned it honestly. I have never received money except as the result of honesty and thrift."

"I never had occasion to resort to the construction of armories or doubtful railway transactions to get my living and with the permission of this court I propose to defend by methods of earning a livelihood."

Mr. Carvell here rose white with passion. "I rise to interpose an objection against this man."

Mr. Baxter—"The blocker's brigade again."

Mr. Carvell—"I do not propose to have this man come here and insult me."

Mr. Baxter—"I have a right to come here and make application for an opportunity to defend my honor."

Mr. Carvell—"You cannot come here as a cur and a coward."

Mr. Baxter—"I do not come here as a cur or coward, neither do I come here as a thief." To the commission—"Your honrs I want a time fixed when I can be heard under oath in reference to the disgraceful slanders which have been published regarding me in a section of the press."

Mr. Carvell—"Can I be heard a minute?"

Chairman McKeown—"We are just in the middle of the complainant's evidence and are not now in a position to say what time can be set for the hearing of Mr. Baxter. By consent of counsel this witness can be withdrawn to give Mr. Baxter an opportunity now."

Mr. Carvell—"I don't think we can interrupt the proceedings to allow this man to secure advertising. I will not consent to it."

Mr. Baxter—"You have had the stage long enough."

Mr. Carvell—"I am not content to allow this man to be heard."

Chairman McKeown—"After the complainants have finished their case Mr. Baxter can be called as a witness for the defence."

Mr. Teed—"If Mr. Baxter had not requested to be heard I would have called him for the defence."

Chairman McKeown—"Then he can be called."

Mr. Baxter—"That is all the commission can do. I have no desire to interfere in the hearing of this witness but if articles such as that published in the Telegraph this morning are repeated I may have occasion to apply for a commitment for contempt of court."

Mr. Carvell—"If you come looking for favors from me you must come in a different frame of mind."

Mr. Baxter—"I am not looking for favors from you here or hereafter."

Mr. T. J. Carter—"I suggest that Col. Baxter and Captain Carvell retire to the corridor and fight it out."

Mr. Carvell—"I would not dirty my hands with him."

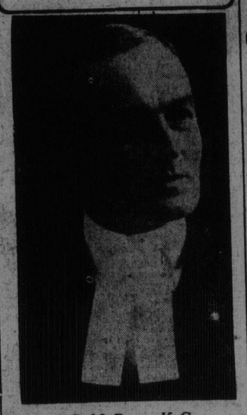
Mr. Baxter—"It is impossible to make your hands any dirtier than they are at present, or your mouth either."

Chairman McKeown—"If you gentlemen persist in this I shall have to request the constable to remove you from the court room."

Mr. Baxter then thanked the commission for affording him the opportunity of being heard and left the court room.

(Continued on page 5)

THE MAN WHO SETTLED THE RAILWAY STRIKE



J. B. M. Baxter, K. C.

TO PROTECT MARINERS IN HUDSON BAY

Ottawa, July 24—The marine and naval departments are engaged on a big program of work this summer, trying to make Hudson Bay and Straits safe for navigation. Three wireless stations in the straits and at the entrance to the bay are being located, so as to give a continuous line of communication from Port Nelson and Port Churchill to the Atlantic.

The actual construction of the stations, however, will not be begun until next year.

The charting of Hudson Straits is being done by the steamer Acadia, while other government vessels are taking soundings and muffing the harbors at Port Nelson, Port Churchill and at the mouth of the Nottaway river. The government steamer Minto, which left Halifax yesterday for Hudson Bay, carried materials for light house construction. Two light houses are to be commenced this year on either side of the entrance to Port Nelson, while another one will be built on a newly charted shoal, some miles out in the bay. The charting being done at the mouth of the Nottaway river is preparatory to the construction of the proposed railway from there southeast to the National Transcontinental, in connection with the alternative route from Port Nelson across the northern end of James Bay, and thence by rail to Montreal. The government plans to build the southern half of this line from the National Transcontinental to Montreal, and an appropriation of $1,000,000 was passed last session for preliminary surveys. The Clerque syndicate had originaly planned to build the whole line, but according to present, plans the government itself will shoulder the cost of the portion between Montreal and the N. T. R.

FIRE IN CAR BARNS ON THE WEST SIDE

Some miscreant attempted to do further damage to property of the Street Railway Company at an early hour this morning by starting a fire in car No. 33 in the car barns on the West Side. Luckily the fire was discovered before it had gained much headway, and was put out by the West Side firemen without much trouble and before much damage was done. It was said a quantity of waste was burning in the car when the blaze was discovered, and the fire was evidently the work of an incendiary. No. 6 and No. 7 engine companies and ladder company No. 2 responded to the alarm, which was turned in at 2 o'clock this morning.

FOUR COMPANIES CUT STEERAGE RATES

Cunards, Allan, C. N. R. and C. P. R. Reduce Fare from Canadian to German and French Ports.

Montreal, July 24.—The Cunard, Allan, Canadian Northern and Canadian Pacific companies have cut their rates from $22 to $20 for steerage passengers from Canadian ports to Havre, Rotterdam, Charbourg, Antwerp, Hamburg and Amsterdam. The White Star, Dominion and Canada lines have not made any change, while the Donaldson line has cabled to the head office in Great Britain notifying it of the change.

The cut followed the action of the American lines in reducing its rates from $22 to $20 on its United States eastbound service.