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TWELFTH YEAR. WEDNESDAY MORNING, MARCH 23 1892. ONE CENT.

MR. FOSTER'S BUDGET

Interesting and Important Deliverance

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No Discrimination Against the Mother Country.

RATHER PREFERENTIAL TRADE

Cartwright's Attempt to Injure Canada's Credit.

The Winging of the Hostile Arrow Branded as Unprecedented, Despicable and Unpatriotic—History of the Reciprocity Negotiations at Washington Fully Set Forth—One of the Grandest Budget Speeches Ever Delivered on the Floor of a Canadian Parliament.

OTTAWA, March 22.—For the first time this session the spacious encircling galleries of the House were crowded in every part. The Speaker's and Senators' galleries were bright with rows of fair maids and comfortable matrons. The newsmen's row was without a break, while on the floor there were but few vacant desks. The great attendance had been called forth by the announcement that Mr. Foster was that afternoon to make his annual financial statement. No matter what expectations the gathering may have formed, it is impossible to believe that either man or maid could have deemed the afternoon wasted, for he or she listened to one of the most interesting, one of the most enlivening, budget speeches ever heard in the Canadian Parliament.

The three tableaux of the speech—for it was a series of tableaux—were Mr. Foster's arraignment of Sir Richard's letter to The Economist, his account of the negotiations at Washington, ending with the refusal on the part of the Canadian Ministers to accept any scheme that involved discrimination against Britain, and the concluding words in which he hinted at preferential trade by saying that they were prepared to give a preference in Canadian markets to the land that gave us a preference in theirs.

These points were received by energetic desk-rapping by the radiant Conservative hosts on both sides of the House, for the Government forces have assumed such proportions that a large contingent have to find a resting-place along the margin of the space to Mr. Speaker's left. But amid this radiant throng there was a dark patch where the Liberals sit. We all remember the African maps of 15 or 20 years ago, where the savage and unexplored lands were represented by shaded lines. The scene in the House to-day reminded one irresistibly of these maps, the margin and north all sunshine and motion; the interior gloomy, forbidding and silent.

Revenue and Expenditure Balance Each Other.

Mr. Foster opened his remarks with a prosaic relation of the financial condition that the close of the fiscal year, '90-91, found the Dominion in. The revenue had amounted to $38,579,310, which was $279,391 short of the estimate. The expenditure had been $36,243,567, leaving a surplus of $2,235,743. In capital expenditure there had been a decrease as compared with last year of $1,349,788, while the net debt had only increased $275,000.

In a former budget speech he had prophesied that in the year 1892 the revenue and expenditure of the country should balance each other. He was glad to say that his forecast was in process of fulfilment. The net interest on the debt for each head of the population had been reduced on the figures of the recent census from $1.90 in 1887-88 to $1.76 in '90-91. They were thereby able to state that they were now able to keep the whole expenditure within the revenue and yet provide without stint for the public service.

The estimates for the current year are for revenue $36,655,000, for expenditure $36,650,000. Careful observation had led him to believe that the sum of $36,000,000 was likely to be the normal revenue of the Dominion for some years to come, and it was their business now to keep their expenditure within that sum, to cut, in fact, their coat according to their cloth. [Hear, hear.]

Speaking of the maintenance of Canada's credit in England he said it was a matter of gratification that during the continued financial stringency in London Canadian securities had stood higher than those of any other colony. While on this topic he desired to speak of an unprecedented and remarkable circumstance. They had become used to the class of persons who journeyed to the United States to show the authorities of that country where Canada could be most fatally stricken. They had become used to this, but they were not prepared to meet an enemy in the English money market. And the enemy had chosen a good time to wing the hostile arrow.

The financial market was disturbed; the best securities were trembling. The Dominion had floating loans amounting to $10,000,000 on that market, which had to be renewed. It was a time when a friend of Canada, if he could say nothing good of her, could at least have held his peace. But that was not the part played by the writer of the letter in The Economist, which he (Foster) held in his hand. This was the time chosen by the enemy to wing his envenomed arrow. Not satisfied with sending the letter to The Economist it was also printed for circulation in circular form, presumably by Sir Richard Cartwright himself, as a campaign document against the interests of the Dominion in England.

And Cartwright Said "Hear, Hear."

The Finance Minister then read spicy passages from the letter while Sir Richard kept up a running commentary of "hear, hears."

Mr. Foster wound up the reading of the extracts by saying that the hon. gentleman could only have one motive; it was to injure Canada in the Mother land. Balked and foiled here he had gone to the Mother Land to injure our public credit. He did not hesitate to stigmatize the action as unprecedented, despicable and unpatriotic. He might say to the gentlemen opposite, however, that while the honey retained their affiliation with the honorable gentleman they would not take their detach far or wide for the reasons of

The Winging of Washington Negotiations.

Passing to the history of the negotiations at Washington. Mr. Foster said that a short time ago on the invitation of the Secretary of State they had met that gentleman. Mr. Blaine met them in the kindest and frankest spirit. Although in anything but robust health he gave up a great part of his time for five days to a full, frank and prolonged conference. The Canadian ministers in the first place proposed the renewal of the Reciprocity treaty of 1854 with such modifications as the change in the times rendered necessary. They were met with the reply that reciprocity in naturals products did not possess the essential element of reciprocity so far as the United States was concerned to enable him to entertain it. Mr. Blaine then raised the question as to whether they were prepared to discuss a wider general reciprocity in manufactured articles. The Canadian delegates discussed this question fully and fairly with Mr. Blaine. They asked did this mean that Canada was to give preferential treatment to the United States involving discrimination against Great Britain. Mr. Blaine's reply was that reciprocity would not be reciprocity unless the United States received preferential treatment especially as against Great Britain. Great Britain was their chief competitor as manufacturers. Under reciprocity the United States manufacturers would expect to have to compete in Canada with the Canadian manufacturers and with no others. They entered on a discussion of the difficulties with which Canada under such a reciprocity would be face to face, namely, that in entering into a treaty of that kind they would experience a loss of a considerable portion of their revenue. To this Mr. Blaine replied, Have you no other methods of taxation? The reply of the Canadian delegates was: "Yes, there are the taxes raised by internal revenue." Mr. Blaine at once said that these would have to be equalized with those of the United States. This would involve a further loss. As the Canadian taxation of spirits and tobacco was higher than the similar taxes in the United States another formidable difficulty was met. Suppose said the Canadian delegates were disposed to discriminate against the rest of the world, who would fix the amount of the discrimination? Take the item of wool and manufactures those of which were very much higher in the United States than in Canada. Mr. Blaine replied that he saw no way out of the difficulty except for Canada to make her tariff uniform with that of the United States. The Canadian delegates immediately answered "these are our difficulties. Now you Mr. Blaine have had large experience in negotiating reciprocity treaties are you not prepared to suggest modifications which we could accept. After a fair discussion of that branch of the subject Mr. Blaine acknowledged our difficulties, but he could see no other course open for us. Therefore, said Mr. Foster, finishing his narrative of the negotiations, we came to the conclusion that as long as the present party and policy obtains in the United States we cannot hope for any treaty, except along these lines. They could say one thing, the matter was now settled clearly and definitely. He regretted that it was settled in the way it was, but he was glad that it was settled.

Mr. Mills on Parliamentary Procedure.

At this point a sudden thought seemed to have flashed on Mr. Mills. He held that the Finance Minister could not make the communication he had made to the House unless he had first made a report to His Excellency and his colleagues.

Sir John Thompson said it would be an extraordinary thing if the Finance Minister could not communicate to the House a narrative of facts of which he was peisonally cognizant.

The Speaker ruled that Mr. Foster could continue.

Mr. Foster then repeated the assertion that he was glad that the matter had been settled. Business had been disturbed by the agitation which had been going on for the past few years. They could now face the future with a clear and definite idea of what they had to do, for themselves, and what they had to expect from others. He, for one, was willing to confront and take confidentially whatever was in store for them. If they were driven from the American market they could turn to the English market, where everything that Canada produced was consumed abundantly. Indeed, the time was approaching when the Government would have to consider whether they should not hold out a helping hand to those who hold out a hand to them to give the best treatment in our market to the country that gives us the best treatment in hers. The Hon. Finance Minister in sitting down received a very hearty round of applause.

Cartwright Replies.

Sir Richard Cartwright, the Opposition financier, opened his remarks by alluding to his now famous letter to The Economist. He said the Finance Minister's speech referring to his letter reminded him of the quotation of the toad, ugly and venomous, which carried a precious jewel in its head. He then passed on to what he called the terennial stocktaking. He made excellent use of the census figures to back up his belief in the decrepid condition of this country. He declared that a million and a half of people had been driven from the country. He declared that free trade with the United States was more valuable to Canada than trade with all the rest of the world. He said the present policy of isoiation and high taxation had its significant comment on the census returns that were laid on the table. Coming to the history of the negotiations he said what was most plainly demonstrated by Mr. Foster's statement was the utter disinclitation on the part of the Canadian Ministers to take any effectual steps whatever to obtain reciprocity. Their object seemed to be to go to Washington to raise all the difficulties they could. If they had any definite object in view it was to close the door to any future negotiations that might be undertaken. Did anyone ever hear of a Minister of this country asking the Minister of a foreign state how he was going to raise his revenue? He ridiculed the fatuousnes of the hon. gentleman in expecting that he could obtain any concessions from the United States without giving concessions in return, that he could hope to gain free access to the American marker and only give in return the same privileges that were open to all the rest of the world. The essence of a reciprocity treaty is to grant something in order that we may get something. Surely they would have the decency not to turn to Canada into a smuggling ground against the United States. Moreover he had grave doubts whether the Finance Minister had not misunderstoon or misrepresented the whole conference. He believed that any delegation of Canadians could repair to Washington, which, while insisting on our determination to retain our autonomy as a nation, were, nevertheless, desirous of extending friendly trade mutually advantageous to both.

Clarke Wallace: You should send Farrer there.

Sir Richard Cartwright: I have no doubt he would make a better negotiator than any or all of the gents who went down there.

At which sally there was great laughter.

Cartwright went on to hint that he knew who stood behind the administration. They had no intention of admitting the American manufacturers to this country. He had no doubt they were perfectly delighted when they got from Mr. Blaine a refusal. He concluded by saying there was no prospect for prosperity in this country exceept a reasonable and a fair arrangement with the United States. Without they would see the exodus increase, while ignorance, corruption and mismanagement would nullify our great natural resources.

The Knight and the Weevil.

Mr. Tupper was Sir Richard's answer and he poured red hot shot into the Oxford knight. Sir Richard's day, he said, would come when the crops failed. Then the member for Oxford would rejoice with the weevil, the army worm and the potatoe bug. He evoked rouds of cheers from his side, while he raked the Opposition financial critic fore and aft. He twitted him with his suppression of his real views as to the reciprocity and he put the question straight to Sir Richard would he say yes to Mr. Blaine's proposals.

Mr. Paterson of Brant succeeded Mr. Tupper. He made a capital speech, being the first man to evoke cheers from both sides of the House with his ringing description of Canada's unlimited resources. He frankly admitted that he would pay the price for reciprocity asked by Mr. Blaine, but he doubted the sincerity of the negotiators and prophesied that all difficulties would vanish were the work of negotiation committed the sympathetic hands.

Mr. Baker of Mississiquoi adjourned the debate at 12.10. It will not be resumed until Friday next, in all probability.

A Liberal Caucus.

The firs Liberal caucus of the session will be held to-morrow. The recent editorial in The Globe on McCarthy's bill will be a prominent subject of discussion. The question will be asked, who is responsible for The Globe's course, and if the answer is that no member of the Parliamentary party is, the French Liberal members will then answer that they are not responsible to anyone, and they will form a cave.

The Public Library.

Ald. Hallam, seconded by Ald. William Carlyle, moved in council last night:

That this council, understanding that considerable alterations are being made in the Public Library building, for the purpose of establishing a museum therein, which museum in the opinion of this council unnecessary and not in accordance with the wishes of the people, requests the Public Library Board to at once cease all works which are being carried out for the purpose of establishing such museum, and to enter into no new contracts relating thereto until the matter can be further considered by this council, or until an expression of the opinion of the ratepayers may be taken upon the advisability of establishing such museum in the City of Toronto.

The motion was carried.

To Abolish the Morality Department.

Ald. Macdonald in council last night, speaking to his motion to ask the Police Commissioners to consider the advisability of abolishing the so-called Morality Department, said that he understood the department cost a deal of money. He also recited the case of McLaren which is at present before the courts. He said an officer who would drag a man and wife out of their house in the middle of the night was not fit for the position.

The motion carried.

Half-Holiday for Scavengers.

Ald. Stewart in council last night worked hard to get his motion through to give the employes of the Scavenger Department a half-holiday once a week without losing pay during the months of June, July and August.

Ald. Carlyle was willing to give the half-holiday.

The motion carried on a vote of 15 to 9.

Yeas—Ald. Atkinson, Bailey, Bell, Burns, D. Carlyle, Crawford, Foster, Gowanlock, Graham, Macdonald, McMurrich, Orr, Score, Small, Stewart.

Nays—Ald. W. Carlyle, Hallam, Jolliffe, Lamb, Leslie, Maloney, Saunders, Shaw and Verral.

A Bright, Sunny Friday.

"What sort of weather will we have on Friday?" inquired a World reporter of a man connected with the Observatory on the hill.

"Let's see," observed the man with thoughtful hesitation, "Friday! Why, that's Dineen's Spring Opening in men's spring hats. That ought to be the finest day of the season."

If the experience of the past five years counts for anything it will be an exception ally fine day. Dineens' annual spring hat openings have always been marked with sunshine and looked forward to with interest and pleasure by hundreds. To men they are among the noteworthy events of the season, and the affair at Dineen's on Friday is certain to eclipse anything of the kind ever attempted before. The display at the opening on Friday includes the newest designs in the most celebrated hat fashioners in silk dress hats, Derby hats and square crowns; chic new shapes in English, French and American tourist hats; unique new forms and the most fashionable colors in soft felt hats and an elegant variety of dobby headwear designed for young men. It's a world's fair in fashionable hats and well worth a visit—on Friday.

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"	30—	13 92	"	50—	26 03
"	31—	14 07	"	51—	27 67
"	32—	14 44	"	52—	29 64
"	33—	14 74	"	53—	31 94
"	34—	15 06	"	54—	36 56
"	35—	15 41	"	55—	39 16
"	36—	15 78	"	56—	42 01
"	37—	16 20	"	57—	45 16
"	38—	16 66	"	58—	48 62
"	39—	17 16	"	59—	52 42
"	40—	17 72	"	60—	56 43
"	41—	18 35	"	61—	60 92
"	42—	19 05	"	62—	65 82
"	43—	19 81	"	63—	71 16
"	44—	20 67	"	64—	76 92

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Clarets—Our own bottling; Montferrand $4.50 per dozen quarts, Club Medoc $5, Bassou $5.50. Best value in Ontario. William Mara, Queen-street west. d

Crushed to Death.

WIARTON, Ont., March 22.—James Buck, who was crushed under a saw log in Kibb's mill Saturday, died last night.

Try the Hub Restaurant; smoking room upstairs.

St. Andrews-on-The-Lake.

We learn from Mr. H. O. Bennett of 26 Wellington-street east that the cottages near St. Andrew's Church, Centre Island, are being rapidly taken up, and well they might be, as tenants of these cottages are supplied with furniture and firewood free, besides the comfort of a supply of good water from individual taps in the houses. The "Dining Hall" in connection with the cottages renders it unnecessary for tenants to keep servants and in furnishing board at moderate rates, thus making summer on the Island a complete holiday. We understand these houses are also fitted with fire grates so that tenants can reside on the Island from early in May to the beginning of October.

THE C.P.R. STRIKE.

Important Developments Yesterday.

THE EASTERN MEN QUIT.

Trainmen on Three Divisions Now Out.

AND THE AIR IS FULL OF RUMORS.

Strikers Resort to Violence at Many Points on the Line.

Trainloads of Special Constables Sent From Montreal to Protect the Company's Property at North Bay, Rat Portage and Other Points—What the Men and the Company Say—Will the Ontario and Quebec Trainmen Go Out?—The Trouble on the Grand Trunk Not Yet Pacifically Arranged.

The strike situation on the Canadian Pacific looks more serious than at any other time since the men went out on the western division. The initial strike embraced the men from Donald to Fort William. This was followed by the strike of the trainmen on the Pacific Division from Donald to Vancouver, and at midnight Monday the trainmen on the eastern division from Fort William and embracing the Schreiber, Cartier and North Bay sections joined the other.

The men on the Ontario & Quebec and Atlantic divisions are still at work, and while all sorts of rumors are afloat concerning their intentions of going out no action to this end had been taken up to 3 o'clock this morning.

AT MONTREAL.

Many Special Constables Sworn In and Trouble Is Anticipated.

MONTREAL, March 22.—The strike on the Canadian Pacific Railway is spreading eastwards and trouble is feared. The assistance of the mounted police was sought today to assist the railway to keep trains running and protect its property. At an early hour Sub-Chief Lancy received a message from Chief Hughes asking him to appoint 30 constables for special duty outside the city. This was done, and they were drawn up in the guard room, and the chief explained that as the duty was outside of the city no one would be compelled to go; it was a matter of choice. Each name was called out, and none declined. They were given time to procure clothing for at least two weeks' absence, and each man was provided with a revolver in addition to his baton. The men were then placed on board a special car on the Soo train, which left shortly after noon. It is understood that their first halting place will be North Bay, from which they will proceed to Port Arthur and other points.

At 4 o'clock this afternoon another company of 100 special constables, who had been picked up during the day, went west in charge of several officers of the city police force. That the company are having trouble may be judged not only from the call they have issued for police aid but from delay in the passenger traffic. The Winnipeg express is 16 hours late to-day, and not a guest has arrived at any of the larger hotels over that road from the west since Sunday.

A message received at head offices this afternoon states that the strike is extending east and has now reached Chalk River, 22 miles west of Pembroke and 246 miles west of Montreal.

Hustling Men Forward.

The strike proves one thing—there is a great deal of unemployed labor in Montreal. For the past five days hundreds of young men have applied at the Windsor depot for employment. There was a crowd this morning. Young men with good clothes and decent looks, and young men with very little clothes and no decent looks to speak of. And there were middle-aged men, too, and the way they tried to brace up and look young when the official came round, and the way they pushed forward to claim notice, was a study. Few had any experience. Those who had got the preference. Decent looking young men, with soft white hands, said they would be glad to learn "braking," which is at once hard work and dangerous to limb and life. The company is still sending considerable numbers forward.

No Change at Midnight.

MONTREAL, March 22.—Up to midnight to-night there is no change in the strike situation.

AT NORTH BAY.

Ill-Advised Strikers or Their Friends Resort to Violence.

NORTH BAY, March 22.—Quite an amount of excitement has been caused over the strike here. The freight traffic has ceased running to a great extent. Freight and passenger trains were mobbed by the strikers to-day. One scab, as they are called, who was hired by the company to take charge of the baggage car going west, was attacked by strikers and thrown out of the car.

Freight trains were also mobbed and revolvers were drawn.

VIOLENCE AT RAT PORTAGE.

The Company Makes a Request for Government Troops.

WINNIPEG, March 22.—In consequence of the more serious aspect assumed by the trainmen's strike in the Northwest, the C.P.R. has asked Lieut.-Governor Schultz of Manitoba for the aid of troops to guard its property in the neighborhood of Rat Portage, where violence is not only threatened, but the destruction of property has already commenced. Two trains have been out while trying to get in, and the men in charge have been pelted with stones and threatened with bullets. Some shots have even been fired.

The demand for troops could not be complied with, and the company has been directed to apply to Ottawa.

As a matter of fact the strikers have taken the law in their own hands here, have cut a number of trains to pieces, have stoned the new men and in one or two cases have fired on them. Some have been injured. It is not improbable that the militia will be sent from here. Between here and Keewatin one train was cut in no less than 13 pieces by strikers.

In order to keep the men under control Senior Conductor Garretson has arrived here and the violence is likely to be put an end to.

WHAT THE MEN SAY.

An Interview With Senior Conductor Garretson at Winnipeg.

WINNIPEG, March 22.—Grand Secretary Sheahan of the Order of Railway Conductors has arrived with funds for the prosecution of the fight.

Grand Senior Conductor Garretson states, notwithstanding the demands of Superintendent Whyte, that the men were dismissed because they belonged to the Brotherhood of Trainmen, and that the men are striking, not for more pay, but to have these men reinstated. Mr. Small says that Mr. Whyte, the superintendent, boasts that he will never employ a Brotherhood man on the road. Mr. Small said the committee presented a schedule of grievances with respect to pay, and the refusal of the company to meet the committee would have justified the strike, which was primarily ordered for the purpose of obtaining the reinstatement of the dismissed men.

"Some of the division superintendents state, according to Mr. Whyte, continued Garretson, that some of the conductors had no knowledge of the action to be taken by their committee and that authority had not been delegated to that committee to take this action. But we say, in the presence of signatures held by us, that either the superintendents carefully picked men for their queries who were not members of our organization or they are worthy lieutenants of the corporation they serve."

The men on the Pacific and Eastern divisions were called out by the official order. The order issued was similar to the one given on the Western division, so that the men proceeded to their destination with passenger fast, and other trains to terminal points.

The conductors and trainmen of the Pacific division have made practically the same demand as those of the Western division. At present on the Pacific division the passenger conductors are paid $100 per month, a raise of $10 at New Year's, and brakemen $60. The conductors on freight trains get $2 60 a hundred miles and the brakemen $1.55, with a bonus of $6 and $3 respectively a month. They ask $3.15 a hundred miles for conductors and $2.15 for brakemen. The question of detentions also came into the matter in dispute. At present the engineers and firemen are paid for detentions, being required to keep the fires alive. Conductors and trainmen make the same demand.

Sympathy, Not Wages.

Chief Conductor Clark says, however, that the causes which had led to the men on the Pacific division going out were that they were in sympathy with the men of the Western division and desired to aid them in the struggle, added to the fact that the company had begun the same interrogation as to loyalty, etc., that it had here, and had dismissed a number of them for exactly similar reasons. Speaking further on the strike situation Chief Conductor Clark said: "You must remember that these strikes are not ordered by myself or associates. We have no power to order a strike, and I wish people who are constantly making sneering allusions to labor demagogs and paid agitators, etc., would bear this in mind.

"We are simply here to aid men in getting what they and what we consider to be their just rights. We could not order the men out on strike under the laws of our organizations until at least two-thirds of them favored such a course. In the case of the Western division I may say nine-tenths of the men signed a document favoring the strike; yes, more than nine-tenths, for I am informed that only six men declined to affix their signatures to it. As far as the Pacific division is concerned I can tell you positively that the men are unanimous."

Since the strike trains have been run by superintendents, master mechanics and other officials of the road as conductors and brakemen.

The Strike Affecting Business.

The effect of the strike is already being felt in business circles, many cars of freight being side-tracked between here and Fort William, and east of there. The flouring mills at Rat Portage and Winnipeg will also be compelled to shut down if the blockade is not raised, owing to a scarcity of cars for wheat and flour. All small side-tracks east of Winnipeg have been spiked to prevent damage by strikers to passenger trains.

Buying off Recruits.

It is claimed by the trainmen that fully one-third of the recruits sent here have been bought off by the strikers. The majority of them, the men claim, are raw hands and cannot run trains.

LATEST FROM WINNIPEG.

Affairs Said to be Moving Along Swimmingly in the West.

[Via C.P.R.]

WINNIPEG, March 22.—Although the strike is reported to be spreading, as far as the Western and Pacific Divisions are concerned matters are improving every day. Superintendents' report that they have nearly all the men they want and do not find the slightest difficulty in running all passenger trains as usual. The last of the 15 colonist stock trains arrived here this morning and if the company, under most adverse circumstances when unprepared for strike, could succeed in getting trains through so promptly now that train service is practically reorganized, at least on this division, there should be no trouble. The line is now entirely clear and dead freight which has not been touched since the inauguration of the strike is now moving westward from Fort William, at which point the entire yard force, which went out with the strikers, have returned to work.

Some of the men who arrived here from Montreal last night to take the places of strikers have been bought over, but the majority of the most competent trainmen are at work and can be depended on, having been guaranteed positions.

The locomotive engineers have fully given their answer to the strikers, declaring that they will remain loyal to the company.

On the Atlantic Division.

FREDERICTON, N.B., March 22.—There is nothing known here as yet as to the strike to-night on this section of the C.P.R. It is considered improbable.

Will the Engine Men Join?

WINNIPEG, March 22.—The locomotive engineers and firemen are just now engrossing more attention than the men actually out. Somehow, the public appears to be under the impression that the trainmen have small chances of success if the drivers do not come to their assistance, and the action of the men who pull the lever is awaited with anxiety. The railroad officials are quite certain that the engineers will not take any part in the trouble, advancing as reasons for this belief that the engineers have not the slightest grievance.

THE STRIKE OF 1883.

How the Company Succeeded in the Trouble With the Engineers.

The present strike on the C. P. R. recalls to mind the trouble which arose in Dec., 1883, between the engineers of this road and the company. Those days were stirring times in railway circles.

The cause of the trouble may be dated back to April, 1882, when General Manager Van Horne had issued an order increasing the pay of engine drivers and freight conductors $12 and firemen and freight brakemen $7 per month. In the December of the following year trade became slacker and expenses heavier and the company resolved upon a policy of economy and retrenchment. A start was made in dispensing with the services of men attached to the construction staff, and it was also decided to make a slight reduction in the salaries of permanent employes. In view of this change, Mr. J. M. Egan, who was then general superintendent, issued an order to Master Mechanic Reid to have the instructions carried out by the general manager as to the reductions carried out.

The Brotherhood of Locomotive Engineers in the meantime held a meeting and resolved to oppose any reduction and appointed a delegation from their number to interview Mr. Egan, when the following schedule of wages was presented as an ultimatum:

(1) Four dollars per day of 100 miles or less, 12 hours to be a day's work.

(2) Construction or work trains to be paid $4 per day; over that time to be paid for at 35c an hour, 12 hours a day's work.

(3) Switch engineers to receive $110 per month; 12 hours to constitute a day's work, all over that time 30c an hour.

(4) That engineers be allowed 10 miles per hour for all switching done by them while on the road and at terminals, and two minor clauses.

Mr. Egan received the deputation courteously, and after considering their request said that the rate asked by them was even higher than had been allowed before the reduction. The company were forced, in the interests of the road, to reduce wages. He would send the request to Mr. Van Horne, and in about ten days an answer would be given. One of the delegates said the company would be given 24 hours in which to answer their demand, and if not complied with in that time they would have to deal with the Brotherhood of Locomotive Engineers.

The general superintendent was annoyed at this interpellation, and said if they had resolved on that course they could have an immediate answer, which was that their request was declined. He refused to recognize their order in any way, and the C.P.R. would only deal with the men as their employes.

The next day Mr. Egan finding that the men would likely prove obdurate and give trouble when out on the line ordered Master Mechanic Reid to prepare a form of agreement for the men to sign, agreeing to accept employment in conformity with the proposed reductions. He stated that unless the men were willing to sign they could not return to work. This was the climax which soon brought on the trouble. The engineers and firemen at once refused to sign, and all trains were brought to a standstill. The agreement offered the men was telegraphed to all divisional points to locomotive superintendents, who received instructions similar to that given to Master Mechanic Reid.

Finding that the train hands had quit their posts the general superintendent next resolved to close down the round house, machine shops and car shops at headquarters, as well as at Fort William, Portage, Calgary, Brandon, Swift Current, Medicine Hat and Gleichen. The reason assigned was that as no trains were moving there would be no work at the places to do. The proper protection of the company's property also required this order. The chief of the C.P.R. police, Chisholm, was sent instructions, and soon large bodies of police were on duty on the company's property. Men were immediately telegraphed for by the company. On the first day of the strike a train was sent out to Emerson, on the main line south. Mr. Reid was engineer, Mr. Egan fireman and R. B. Harstone of the commissariat department his assistant. It went off amid cheers of a thousand people and the explosion of torpedoes on the track. This train returned the next day.

The men said they were willing to return to work if they had not to sign the agreement. In the meantime the regular passenger trains were being run somewhat late, but the officials of the company had charge of them and they brought in the mails and a few passengers. Freight trains were not running, and as it was nearing Christmas and the season of pleasure and glad festivity the people were getting the idea that instead of the usual happy time they would spend really dreary holidays. Many Winnipegers had but recently arrived, and to be far away from homes in the east and with a growing scarcity of not receiving even any letters from friends, is to any woman that the city was cast in a gloomy state of mind at the prospects.

Thus the days went on. The company hustled around and got several old engineers into harness, and having on hand a number of new arrivals who were only waiting for numbers to add and paid agitators, etc., would bear this in mind. We are simply here to aid men in getting what they and what we consider to be their just rights. We could not order the men out on strike under the laws of our organizations until at least two-thirds of them favored such a course. In the case of the Western division I may say nine-tenths of the men signed a document favoring the strike; yes, more than nine-tenths, for I am informed that only six men declined to affix their signatures to it. As far as the Pacific division is concerned I can tell you positively that the men are unanimous."

Since the strike trains have been run by superintendents, master mechanics and other officials of the road as conductors and brakemen.

The Strike Affecting Business.

The effect of the strike is already being felt in business circles, many cars of freight being side-tracked between here and Fort William, and east of there. The flouring mills at Rat Portage and Winnipeg will also be compelled to shut down if the blockade is not raised, owing to a scarcity of cars for wheat and flour. All small side-tracks east of Winnipeg have been spiked to prevent damage by strikers to passenger trains.

Buying off Recruits.

It is claimed by the trainmen that fully one-third of the recruits sent here have been bought off by the strikers. The majority of them, the men claim, are raw hands and cannot run trains.

LATEST FROM WINNIPEG.

Affairs said to be Moving Along Swimmingly in the West.

[Via C.P.R.]

WINNIPEG, March 22.—Although the strike is reported to be spreading, as far as the Western and Pacific Divisions are concerned matters are improving every day. Superintendents' report that they have nearly all the men they want and do not find the slightest difficulty in running all passenger trains as usual. The last of the 15 colonist stock trains arrived here this morning and if the company, under most adverse circumstances when unprepared for strike, could succeed in getting trains through so promptly now that train service is practically reorganized, at least on this division, there should be no trouble. The line is now entirely clear and dead freight which has not been touched since the inauguration of the strike is now moving westward from Fort William, at which point the entire yard force, which went out with the strikers, have returned to work.

Some of the men who arrived here from Montreal last night to take the places of strikers have been bought over, but the majority of the most competent trainmen are at work and can be depended on, having been guaranteed positions.

The locomotive engineers have fully given their answer to the strikers, declaring that they will remain loyal to the company.

On the Atlantic Division.

FREDERICTON, N.B., March 22.—There is nothing known here as yet as to the strike to-night on this section of the C.P.R. It is considered improbable.

Will the Engine Men Join?

WINNIPEG, March 22.—The locomotive engineers and firemen are just now engrossing more attention than the men actually out. Somehow, the public appears to be under the impression that the trainmen have small chances of success if the drivers do not come to their assistance, and the action of the men who pull the lever is awaited with anxiety. The railroad officials are quite certain that the engineers will not take any part in the trouble, advancing as reasons for this belief that the engineers have not the slightest grievance.

THE STRIKE OF 1883.

How the Company Succeeded in the Trouble With the Engineers.

The present strike on the C. P. R. recalls to mind the trouble which arose in Dec., 1883, between the engineers of this road and the company. Those days were stirring times in railway circles.

The cause of the trouble may be dated back to April, 1882, when General Manager Van Horne had issued an order increasing the pay of engine drivers and freight conductors $12 and firemen and freight brakemen $7 per month. In the December of the following year trade became slacker and expenses heavier and the company resolved upon a policy of economy and retrenchment. A start was made in dispensing with the services of men attached to the construction staff, and it was also decided to make a slight reduction in the salaries of permanent employes. In view of this change, Mr. J. M. Egan, who was then general superintendent, issued an order to Master Mechanic Reid to have the instructions carried out by the general manager as to the reductions carried out.

The Brotherhood of Locomotive Engineers in the meantime held a meeting and resolved to oppose any reduction and appointed a delegation from their number to interview Mr. Egan, when the following schedule of wages was presented as an ultimatum:

(1) Four dollars per day of 100 miles or less, 12 hours to be a day's work.

(2) Construction or work trains to be paid $4 per day; over that time to be paid for at 35c an hour, 12 hours a day's work.

(3) Switch engineers to receive $110 per month; 12 hours to constitute a day's work, all over that time 30c an hour.

(4) That engineers be allowed 10 miles per hour for all switching done by them while on the road and at terminals, and two minor clauses.

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