

METHODIST PASTORS MAY HAVE SALARIES INCREASED SHORTLY

Question of Raising From \$1-
200 to \$1,500 To Be Con-
sidered Today.

The annual meeting of the London district Methodist ministers opened in Askin Street Methodist Church Tuesday afternoon for a two-day session. Forty ministers were in attendance. Maxwell Farr, a probationer for the Methodist ministry was questioned regarding his religious principles which he answered satisfactorily, and he was recommended for ordination at the next annual meeting of the London Conference. Luther Butt, R. S. Hosking, A. A. Johnson and C. E. Taylor,

other probationers were also asked certain theological questions and were all recommended to be continued on probation. George H. Penrose, son of James Penrose of West Lorne, was recommended by the quarterly official board of Askin Street Methodist Church for a probationer, after being examined regarding his religion. He was received as a candidate for probation. At the evening session routine business was transacted. Rev. W. J. Ash-ton, chairman of the district, presided. The matter of minimum stipends for the clerics of the Methodist ministry will be discussed fully at today's session, and it is expected by local ministers that it will be fixed at \$1,500 instead of \$1,200, as it is now. The matter of church federation, which has been before the London Ministerial Association for some time, will also be discussed. Delegates to the conference will be appointed.

ALMONTE MINISTER CALLED. Montreal, May 19.—The congregation of St. Luke's Presbyterian Church here have extended a call to Rev. S. G. Brown of Almonte, Ont., to fill the vacancy caused by the resignation of Rev. A. D. MacKenzie, who was called to St. John's Church, Vancouver.

"Woman's work is never done"
From morning till night the housewife works and without exercise outdoors and fresh air, her blood becomes thin and her cheeks pale.



Golden Medical Discovery

At this time of the year most people feel weak, tired, listless, their blood is thin, they have lived indoors and perhaps expended all their mental and bodily energy and they want to know how to renew their energy and stamina, overcome headaches and backaches, have clear eyes, a smooth, ruddy skin and feel the exhilaration of real good health tingling thru their bodies. Good, pure, rich, red blood is the best insurance against ill of all kinds. You are apt to fall a victim to any disease if your health is run down.

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Drink hot water a half hour before meals, and for a vegetable tonic there's nothing better than Dr. Pierce's Golden Medical Discovery, the old-fashioned herbal remedy, which has had such a fine reputation for fifty years. It contains no alcohol or narcotics and is made into tablets and liquid. Send 10 cents to Dr. Pierce's Invalids' Hotel, Buffalo, N. Y., for trial package.

STRIKERS TO STAND FIRM FOR THEIR DEMANDS

Unanimous Decision Reached
At Session Early This
Morning.

JOINT CONFERENCE HELD

Lively Tilt Between Organizer
Parker and Sir Adam
Beck.

By a practically unanimous vote taken at 1:30 this morning, the striking London and Port Stanley Railway employees, decided to stand firm for the demands, and not to return to work, until the offer of the railway commission submitted at the previous meeting in the city hall being rejected.

It was thought by those negotiating that cars would be run by regular crews this morning, but when Manager J. E. Richards announced that no increases were liable to be given over the award of the conciliation board a vote was taken with the above result.

Manager's Warning. Manager Richards, addressing the employees said: "Don't come back thinking I will make a report for increases that cannot come out of my revenue, and then you will go out on strike again."

Other speakers included Aldermen Cameron Wilson and John Ashton, Organizer Parker, John Colbert and Dominion Fair-Wage Officer E. N. Compton. President Williams of the union acted as chairman.

John Colbert said: "In speaking to several members of the railway commission recently, they stated to me that they had no knowledge of the report on revenues and increases as submitted by Manager Richards."

The manager said: "You are absolutely wrong, as they all saw my report, which can be proven by the minutes of the commission meeting."

Continuing, Mr. Colbert said: "It is a rotten deal to offer one class of men a one-cent increase per hour, and others four cents. In the street railway union we fight for our car cleaners as for conductors. This road (L. and P. S. R.), cannot be operated by rats and scabs. The citizens of London will not patronize it. There is lots of room here for reconstruction of wages. We on the street railway are fighting hard for our money, and we get an increase everyone will get the same."

Wants It Final. Fair Wage Officer Compton urged both sides to conciliate slightly.

"Don't have said that either side had to climb down, because if you do there is sure to be enmity on the losing side," he said. "The sportsmen and shake hands. Whatever you do, however, do not go back to work with the possibility of a future strike. Although my duty is the prevention of strikes which are industrial war causing the

innocent to suffer, I feel that I would rather have you stay on strike than to go back temporarily."

Several members then rose in turn and explained to the 30 strikers in attendance that developments had changed since the city hall meeting last night. Here it was thought that revenues of the road might warrant an increase over the conciliation award, but in view of Manager Richards' statement that this year the revenue would hardly reach \$20,000, in contrast to \$31,000 of last year, the strikers felt that they would not receive any greater increase than the award, and accordingly voted to prolong the strike. They stated that they would remain firm in their demands, and that higher fares seemed the only solution.

Express Satisfaction. The striking employees voiced their appreciation of Manager Richards for visiting them and addressing their meeting, giving them the plain facts of the case. They expressed their sympathy for his recent serious illness, the president asserting that had Manager Richards not been in the hospital recently the strike may have been averted.

Contrary to expectation no members of the London and Port Stanley Railway Commission accepted the invitation of the men to be present to address the meeting at the city hall.

The meeting at the city hall was attended by the London and Port Stanley Railway Commission, representatives of the strikers, including Organizer Parker, Mayor E. S. Little, and members of the city council, composing the directorate of the railway. On motion of Ald. Cameron Wilson was elected chairman. Mayor Little then outlined the situation of the London and Port Stanley Railway Board, stating that the road was leased to the commission for a period of 99 years.

"All we have to say in it," he stated, "is the collection of \$20,000 per annum rent. That is the situation and we have actually no jurisdiction in operating the road."

Owns It? Ald. Watkinson queried "Who owns the London and Port Stanley Railway?" We hear a great deal about the actual ownership.

The chairman replied that on the assurance of the London and Port Stanley Railway Board, the road was the property of the citizens of London. Sir Adam Beck then rose to the invitation of the council," he said, "I was content to ask the council and chairman I thought it proper to be here. I do not suppose that you (the council) presume to have any authority in this matter, because you have not."

Public Inconvenience. Ald. Cameron Wilson interrupted to say, "Our idea is to come to an amicable agreement. The London and Port Stanley Railway is inconvenient to the public at present and the employees are not working. The matter must be compromised if at all possible."

Ald. Watkinson asked if the commission was in a position to grant the 25 per cent increase asked by the employees, to which Sir Adam Beck replied, "We are only to pay out what we take in, and if you say, we will pay out the \$20,000 annual rental if you will forego it."

Ald. Monro asserted that the council could only make recommendations as to an amicable settlement. "We, as the council, are treading on dangerous ground in going over the board," he said.

A Serious Question. Organizer Parker, acting on behalf of the strikers, then addressed the meeting. He said: "I have no more to add to our previous statements. It is a serious question with us and we are ready now to talk business, as we always have been. We claim that our demands are just and reasonable, and I do not think that the commission doubts this. The commission has been good, but good-fellowship will not pay the men. All we ask for is a living wage, to which we are entitled. I think that the council should and can make recommendations. Manager Richards refused to make a proposition on Monday. We were disappointed at the board of conciliation award, and the responsibility for this trouble lies at the doors of Judge Snyder and John M. Campbell, who made the award, knowing that the offer had previously been refused by the men."

Will Accept \$38,000. "We said last night we would accept an increase totalling \$10,000 per year," he concluded. "Tonight I say we will accept \$38,000. We do not want the trainmen to work night and day to make a living wage. Pay us a fifteen-cent increase per hour all round and we will be satisfied. The commission has all kinds of money to plant shrubs, trees and build fancy fences with the money our men have earned. They would like some of it to plant trees about their homes. We will go back to work in the morning if a settlement can be made. By a fifteen-cent increase I mean one over and above the wage offered by the commission before the conciliation award."

Not Getting Anywhere. Sir Adam then rose to remark: "I do not think that this is getting us anywhere. The men know that we have tried in every way to treat them fairly, and wages have been advanced on various occasions without their solicitation. The fact that during all the labor difficulties of the past four years, the London and Port Stanley Railway Commission has accepted any controversy with the men, speaks highly for the men and the commission. The severe winter, with its snow, has entailed heavy loss, and prevented ferry operation. The increase offered is equal to the increase accepted by the men on similar railways with which Organizer Parker has had considerable to do. We accepted these standards in making our offer, considering the money we had to pay out in increased wages, allowing nothing for contingencies such as damages to rolling stock, trucks, borrowed it, or overdraw our account with the city, or defaulted payment of our rental. Why did Mr. Parker settle with these roads with a greater revenue at two cents less, when living is cheaper here in London? He says the men here are starving. Will he let the employees of the other railways starve?"

Expected Notice. "He knows that our duties as trustees of the city of London are well defined," continued the speaker, "and a trustee is something sacred. I have less trouble with my own business in one year than with my public duties in one week, but I never shrink them. We are a go-between, and we have no notice of a strike except by the newspapers, while we understood by Mr. Parker that the public would be served. We do not take the onus of this strike, and no matter who is damaging the railway property, it is being done. I hope the citizens will volunteer to keep the road going until we get an opportunity to adjust matters. Why should John M. Campbell be abused any more than Burley Bennett? It is merely a matter of judgment, and it does not get us anywhere to abuse these men. Campbell is in direct competition with hydro power, yet favoritism to it is intimated. We anticipated one month's notice from the men."

More Than Dollars. "There is something else involved in the strike," he said. "I have fought for the great principle of public ownership for which the province stands out above others with the London waterworks and our railway as a shining example. This is the first real black eye public ownership has had, and public ownership of radials throughout the province has been handicapped by it. Whatever agreement was to have been reached it was to be retroactive to February 1, so there was no hurry for the men to strike. No one has approached us for further negotiations. Whether the wages given on the other roads was fair or unfair it created a precedent. We have given you all the money we have, and the conciliation award will take all our money for next year."

Increase the Fares. "The only way that I can see," continued Sir Adam, "is to increase the fares. A Dominion charter fixes all our rates excepting summer and commutation rates, which are fixed by act of parliament at the request of the city of London. Your provincial member for London stated that he would reduce the Wednesday and Saturday excursion rates. If such a thing were possible and he could succeed we would still have to say 'increased' fares."

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The Story Travels--- Yesterday we had several buyers from a distance who had heard about the OVERSTOCKED SALE from a friend. The truth always travels.

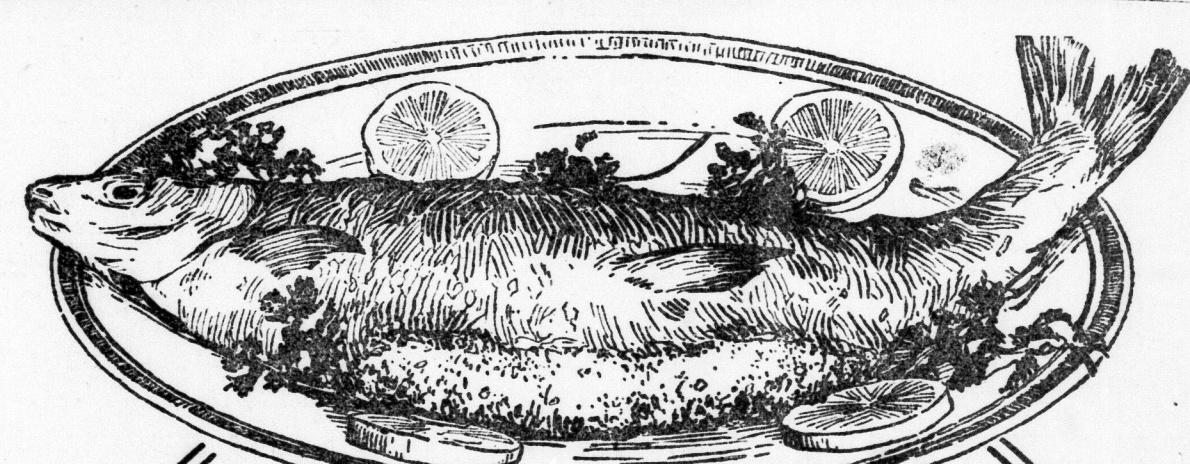
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Men's Blue Chambray Shirts, regular	\$2.25	\$1.39
Men's Blue Chambray Shirts, regular	\$2.25	\$1.49
Black and White Stripe Shirts, reinforced fronts, double sewed seams, regular price	\$2.50	\$1.89
English Regatta Shirts, in fancy stripes, regular	\$2.00	\$1.29
Blue Chambray Shirts, with separate collar, the best quality, regular	\$3.50	\$2.29
Men's Cottonade Pants, several pat-	terns, reg. \$3.00	\$1.95
Men's Summer Underwear		
\$1.00 Balbriggan Shirts and Drawers	for	59c
\$1.25 Balbriggan Shirts and Drawers	for	69c
\$1.50 Balbriggan Shirts and Drawers	for	95c
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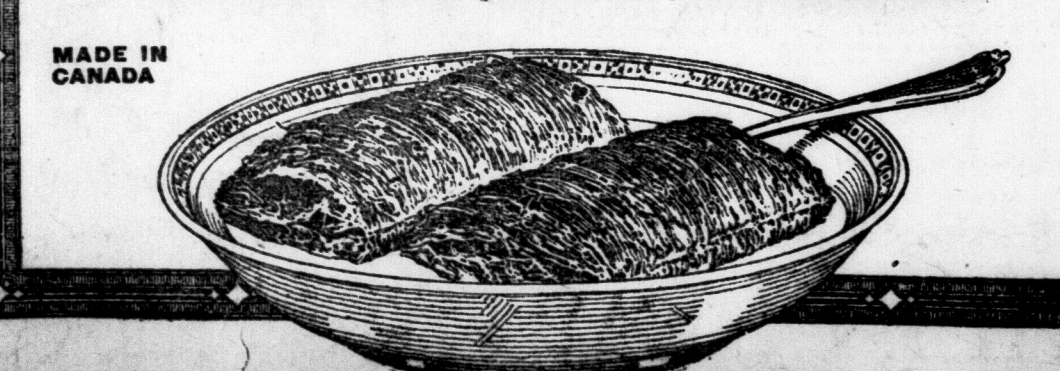
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