

CLAIMS AND COUNTER CLAIMS

What the Street Railway Employees Want,

And What the Company Has Offered.

What Four Londoners Discovered in Ingersoll.

Montrealers Who Left Here Cared for in That Town. The Party Finally Bring Up at St. Thomas.

The long conference yesterday resulted in leaving the matter practically as it was before the parties began to discuss it. The questions upon which the company and the strikers are at variance are the recognition of the union and the rate of wages. As a matter of fact, the only thing which the company have consented to do is to go back to the old condition of affairs, and restore the scale of wages, which existed prior to March, 1897. The company absolutely refuse to recognize the union.

Had Manager Carr consented to the restoration of the old rates when the difficulty first began to brew, all the trouble would have been averted, and there would have been no union to fight. But, as the adage puts it, "What is to be, will be," and so the world goes on.

THE COMPANY'S PROPOSAL.

The original petition of the employees to the company, as already published in The Advertiser, was what the conference thoroughly discussed all day yesterday. The company drew up a proposition, which did not even satisfy the committee, but it contained all the points that the company was willing to concede, and this proposition was what the committee carried to Labor Hall, where it was submitted to the union.

The proposal was as follows: 1. The wages for motormen and conductors now employed by the London Street Railway Company shall be on the following scale: For the first six months, 12½ cents per hour; for the second six months, 13½ cents per hour; for the third six months, 14½ cents per hour; after six months, 15 cents per hour; all men to be rated at once upon said scale, according to length of previous service. The hours of service to be the ordinary hours of the employees, by majority vote, either, (a) nine hours per day for day men, and balance of time for relief men; (b) ten hours per day for day men, and balance of time for relief men; (c) twelve hours per day for five days per week, that is, 60 hours per week, for both day and relief men required. All overtime to be paid at rate per hour men are receiving for regular work.

2. All conductors and motormen in the employ of the company to be marked up on the blackboard in accordance with the time they were hired. The spare men to get all spare work, which, as far as practicable, shall be equally divided among them. 3. All conductors and motormen shall report at the car barn 15 minutes before their run goes out, and anyone failing to do so, his place shall be filled by the first man on the spare list, and any motorman or conductor who failed to report or send word within four hours after his run goes out, shall lose the next day also, unless his services are required.

4. No motorman or conductor shall be required to pay for any breakages, unless it is proven that the breakage was due to his own carelessness. 5. No conductor or motorman shall lose his own time to look up accident reports when he is requested to do so by the manager or superintendent, but in such case his pay shall go on at regular rates.

6. All employees in the employment of the company to have free transportation over all lines operated by the company while going to or returning from duty; no more than four employees in such case to be on any one car. 7. Any employee laying off with permission of the company shall have his place on list when he returns to work. 8. The company to have the right to make such rules or regulations as may from time to time be deemed necessary, not inconsistent with this proposal.

9. One week's notice to be given by employees before leaving the company's service, or failing such notice, forfeiture of equivalent wages. 10. In event of proposal being accepted, none of the employees who went out on strike on Thursday, Oct. 27, 1898, to be refused reinstatement, on account of their having struck work, as aforesaid, and no dismissal of such employees to be made except for other and good cause.

11. The wages for motormen and conductors now employed by your company shall be 16½ cents per hour. All men entering the employ of the company after this date shall receive 15 cents per hour for the first six months.

12. The company to have the right to make such rules or regulations as may from time to time be deemed necessary, not inconsistent with this proposal.

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thereafter to receive the regular scale. Nine hours to constitute a day's work for all regular men, with a leeway as near 2½ hours as the time will allow. Relief men to receive remaining hours, which must not be less than eight hours. All men that are called upon to work over-time to receive 20 cents per hour for the same.

2. That all employees entering the service of the company after this date to become members of the Employees' Association within 30 days, if satisfactory to the company.

3. All conductors or motormen in the employ of the company to be marked up on the blackboard, in accordance with the time they were hired. The spare men to get all spare work, which, as far as practicable, shall be equally divided among them.

4. All conductors and motormen shall report at the car barn fifteen minutes before their run goes out, and anyone failing to do so, his place shall be filled by the first man on the spare list, and any motorman or conductor who failed to report or send word within four hours after his run goes out, shall lose the next day also, unless his services are required.

5. No motorman or conductor shall be required to pay for any breakages, unless it is proven that the breakage was due to his own carelessness.

6. No conductor or motorman shall lose his own time to look up accident reports when he is requested to do so by manager or superintendent, but in such case his pay shall go on at the regular rates.

7. All employees in the employment of the company to have free transportation over all lines operated by the company; no more than four employees to be on one car.

8. Any employee laying off with permission of the company shall have his place on the list when he returns to work.

9. The company to have the right to make such rules or regulations as may from time to time be deemed necessary, but not inconsistent with this proposal.

10. One week's notice to be given by employees before leaving the company's service, or failing such notice, forfeiture of equivalent wages.

11. In event of proposal being accepted, none of the employees who went out on strike on Thursday, 27th October, 1898, to be refused reinstatement on account of having struck work as aforesaid, and no dismissal of such employees to be made except for other and good cause. Also that Richard Westby, William Crawford, William Kerr, Jas. Fitzgerald, Michael Delisle and Jordan Pickell be reinstated to the runs they were on previous to their dismissal.

12. In case of differences arising between the company and the employees which cannot be mutually adjusted between a grievance committee of the employees and the company, the same to be submitted to a board of arbitration, one to be selected by the company and one by the employees, the two thus selected to choose the third, their finding to be binding to the parties thereto. We further ask that the above be formulated into an agreement to be binding upon the parties hereto for the space of eighteen months.

SOME MODIFICATIONS.

Clause 2 of the original agreement was one of the chief points of discussion at the conference, and read as follows: "None but residents of London shall be employed, and before they start to train they must deposit their initiation fee with the secretary of our division, and receive a permit card; after 30 days' experience, if satisfactory to the company, they must become members of our association." This the company contended was too dictatorial, as it took the privilege of hiring men practically out of their hands, and placed that power with the union.

The union agreed to greatly modify this clause, giving the company the right to engage whom they would, but should the person engaged be satisfactory to the company at the expiration of 30 days, the employee to become a member of the union.

WHERE THEY DIFFER.

In clause 1, the men want a day of 9 hours, at 16½ cents, or \$13.50 per week. The relief men to receive the remaining time, which must not be less than 8 hours per day. The men want 20 cents per hour for over-time, but will accept 15 cents per hour for the first six months.

The company agree to pay 12½ cents per hour for the first six months, 13½ cents for the second six months, 14½ cents for the third six months, and after that 15 cents per hour; all men to be placed upon the above scale according to length of previous service. The option of hours is to be left to a majority vote of the men. For over-time the company refuse to pay 20 cents per hour, but agree to pay for extra hours at the regular scale.

Clause 2, calling for recognition of the union, is one of great importance to the men, as they feel that their future depends upon the life of the union. Without its support and protection they say they would be at the mercy of the company, and be gradually dismissed and supplanted by others.

The company refuse absolutely to recognize this clause.

In clause 11 the men demand that Richard Westby, Wm. Crawford, Wm. Kerr, James Fitzgerald, Michael Delisle and Jordan Pickell be reinstated in their positions.

The company is willing to reinstate the men who were discharged for leaving their cars on the Thursday when the endeavor was made to submit the original petition to the company's manager. But Delisle and Pickell, it is claimed by the company, were discharged by order of the engineer, and are not eligible for enrollment in the company's service.

By clause 12 the men seek the recognition of an arbitration committee for the settlement of disputes arising between the company and employees.

The company will not concede this point in any particular.

RESULT OF THE DISAGREEMENT. The statements of what the men were willing to accept, together with what the company were willing and unwilling to concede, were telephoned to Mr. Everett in Cleveland last night for his final rejection or approval.

STORY FROM INGERSOLL.

Four Londoners went down to Ingersoll yesterday to ascertain for themselves whether or not there was any truth in the report that the Montrealers who left here on Sunday were still at Ingersoll. They searched the town, and finally, say the Londoners, twelve of the men were located at the Kirby House, where their board is alleged to have been paid by one, Mr. Hull, the leader of the party. These men said they were going to St. Thomas yesterday, and were waiting for a train to Michigan Central. Mr. Hull, it is said, showed the Londoners a number of tickets which he had in his pockets, good from Montreal to London. On being questioned further by the Londoners, Mr. Hull said the men were not "scabs," and were "like everybody else, out for the price." A message from St. Thomas last night stated that the men were domiciled in a hotel at the east end of the city, and that they were coming to London. Many other men are said to be at St. Thomas, in readiness to come to London at any time.

A CLEVELAND VIEW.

The following interview with Vice-president Moore, of the London Street Railway Company, appears in the Cleveland Press:

W. E. Moore, of the Dime Savings and Banking Company, who is the closest business associate of H. A. Everett, said yesterday, when asked a question as to the strike of employees on one of Mr. Everett's street railroads, in London, Ont.:

"I know of nothing to say, except that it is one of those things that happen as the result of the work of labor agitators. The men had no grievances. I was there a few days ago myself, and we had one of our monthly meetings. There were not a whisper of any trouble at the time. It was a thing that it can be speedily and satisfactorily adjusted."

"Is there no danger, as asserted in the dispatch to the Leader this morning, of sympathy strikes on Mr. Everett's railroads in which he owns stock in this city?"

"I think not; it is not a matter directed against Mr. Everett especially. Mr. Everett is only one man in the company."

"Has Mr. Everett gone to London, as reported in the dispatch?"

"No, that is a mistake. Mr. Everett has not left his home. I saw him today."

Mr. Everett was at his summer home in Willoughby yesterday.

ST. JOHNS WOMAN VICTIMIZED

Film-Flam Artist Works With Profit on Mrs. T. A. Shoebottom.

The film-flam dodge was successfully practiced on Mrs. T. A. Shoebottom, who conducts a grocery store at St. Johns, on Monday, and the sharper is ahead a \$5 bill.

The scheme was worked by tendering a \$10 bill in payment for a plug of 5-cent chewing tobacco. When the change was made—\$9 in bills and 95 cents in silver—and it was in his hands, the sharper said he did not intend giving such a large bill, took it from Mrs. Shoebottom's hand, and passed back (as she supposed) the \$9.95, then made a rush to the door, saying his horse would not stand, jumped into the rig, and was off down the road before she had time to even think. He had deftly extracted the \$5 bill from the small pile.

Melville, a young son, gave chase, but on coming up with the thief, after a hard ride, was unable to obtain the money, and the man endeavored to conceal his identity by covering his face with his arm, but Mrs. Shoebottom could identify him easily, though unable to say exactly how he was dressed. The rogue has a football crop of hair, and is quite noticeable on that account.

The trick was done so quickly that the most wide-awake man on the road would have been taken in.

Several wheelmen had a hard time making Lucan over the Proof Line yesterday. Near the city the roads are gold, but get worse further away.

J. W. Ferguson, of the Proof Line, sold to Wm. Reid, of Lucan, a fine Stone River colt, coming 4 years old. The buyer has a splendid mate, and the pair make as fine a team as the most fastidious could wish to drive.

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"He that stays in the valley will never get over the hill." Don't delay, but try Blue Ribbon if you want to enjoy good tea.

IS ANYBODY IMPORTUNING YOU