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NAVY  
DE  
TORONTO, CAN.

a Cigar  
Under Best  
Sanitary  
Conditions

Queen St. W.  
on Made  
thing

COATS  
MEN'S SUITS  
MEN'S SHIRTS  
MEN'S SUSPENDERS  
In Each Department  
Southcombe  
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TRUNK EXHIBIT AT  
WORLD'S FAIR.  
Louis Larive.

Mr. H. R. Charl-  
agent for the Grand  
of Canada, has just  
for an allotment in  
and Game Building.  
Trunk Company will  
display at the World's  
to show the game and  
of the famous resorts  
pioneer Canadian line.  
has just given out  
the construction of the  
hills, views and speci-  
produce in the Forestry,  
to supervise the work  
of preliminary installation,  
sceneries which the Grand  
the past season, and for  
the Grand Trunk has not  
continuous double track  
far east as Quebec and  
of Ontario will also be  
specimens which will prove  
rman's paradise.  
of, undoubtedly one of  
regional in America,  
and, will have a most  
entertaining here during  
Thousands of American  
visited the Muskoka Lakes  
ing the past season, and for  
scale which is to be given  
Grand Trunk's repre-

is authority for the  
the exhibit of the Grand  
Universal Exhibition of  
referred to none, and far  
presented at previous

boy doesn't always feel  
he gets called down.  
"back with people" even  
all white folk.

in Men  
LAVEL on the BREAD  
men's shoes which is pure  
ears this label.

ANCE BROS.  
Main 283  
DENISON AVENUE  
TOILER'S NEW STORY.

# THE TOILER

Official Organ of the Toronto District Labor Council. Published Weekly in the Interests of the Working Masses.

Vol. IV. No. 9

TORONTO, FEBRUARY 5, 1904

Price 50 Cents Per Year

**THE HOME SAVINGS & LOAN COMPANY LIMITED**  
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Everything Up-to-date  
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loging to the International Brotherhood of Teamsters.  
In one of his letters he encloses a clipping, evidently from a Chicago paper, which bears the following heading and sub-headings: "Strikers Jeer at holocaust"; "Livery drivers refuse aid to the Iroquois fire-victims"; "Four car-trailers to carry away dead and dying"; "Pickets looting in saloon bough at call for volunteers"; "The-up is broken and carriages will be sent out this morning."  
You may be able to ascertain the name of the paper and secure a copy; if you wish, you will then read the article, which reflects very severely upon the conduct of the men.  
Now in connection with this entire matter I sincerely hope that if you have the information upon the subject you will write me fully and freely, giving the facts in the case. I need say this at present; when I know that some newspapers are given to exaggeration, misrepresentation and untruthful statements regarding organized labor and the actions of its men, yet our movement can not tolerate such a condition of affairs as is described, if they are based on fact. I am unwilling to believe without proof that union men would be guilty of such reprehensible conduct as is charged against them, or if the accusations are true, that the unions or the men in charge of the affairs of the unions will countenance or tolerate them; and in the event of the charges being true, it becomes the duty of every sincere union man to use every power at his command to stamp such courses out of the labor movement of our country. The permanency of our movement, the success of our cause, depends largely not only upon the confidence and respect of our fellow-members, but of the public in general. We should do everything in our power to enlighten the general public as to the truth or untruth of the accusations and insinuations, and if true, see that they are eliminated once and for all time.  
Hoping for a reply at your earliest possible convenience, I am, fraternally yours,  
Samuel Gompers,  
President American Federation of Labor, P.S.—I enclose copies of Mr. Bartlett's letters.—S.G.

## Brutal Lie Nailed

Chicago Liverymen Did Not Refuse To Bury the Dead—Busses Responsible.  
Of course, we do not expect at any time to be able to convert the "dead-set" opponents to organized labor, and particularly those who, through mercenary motives or prejudices, charge our movement and our men with wrongdoing; but there are unprejudiced, thinking men for whose opinion we entertain a high regard, and, for the purpose of opposing against their judgment being warped and their sympathy weaned from labor, as well as to defend the good name of our cause, we desire to present here a matter of great moment to our readers.  
It is the favorite way of the most virulent of the capitalist press and other opponents to charge all manner of violence and lawlessness to organized labor, and in no instance was this more clearly manifested than in the awful catastrophe which occurred in the conflagration of the Chicago theatre, where nearly 600 human beings were sacrificed upon the altar of parsimony and greed.  
For some time the carriage and cab drivers of Chicago have been on strike for an increase of their former wages from \$10 to \$12 a week and for a reduction of their 12 to 14 hours a day's labor.  
The awful catastrophe occurred, and that afforded an opportunity for the enemies of organized labor to place the strikers in a most unenviable—yes, brutal position and inferentially to cast odium upon all organized labor. The men were charged with violence and the most brutal indifference to the holocaust. These reports were telegraphed to all parts of the country, and up to this time there has been neither explanation nor retraction of the malicious misrepresentation of the men on strike.  
Mr. A. C. Bartlett, of Chicago, who some time ago said something favorable to the recognition of organized labor, addressed a letter to us repeating the charges, and enclosed a clipping from the Chicago Chronicle, one of the bitterest opponents of organized labor, which in lurid phrase depicted the supposed indifference and brutal conduct of the striking carriage and cab drivers. This was the first instance in which a direct representation of such charge was made to us, and we determined to make an investigation of the entire matter.  
We wrote letters to the president of the Cigar-makers' International Union, Mr. George W. Perkins; to the president of the International Brotherhood of Teamsters, Mr. Cornelius P. Shea; to Mr. Thomas L. Kidd, vice-president of the American Federation of Labor, and to Organizer Emmett Flood, who is a member of the union to which the strikers belong.  
We know of no better way to refute the charges and insinuations made than to print copies of our letter and the answers of the men thereto. They clearly show the malicious untruthfulness of the charges made and will, we hope, tend to have men in future withhold their own just criticism or denunciation of the labor movement and its men.  
It is not difficult, under the great excitement caused by incidents of the Chicago fire, to spread malicious charges which make deep impressions upon the public mind which are seldom if ever entirely dissipated by the publication later of the truth. The letters to which we have referred follow:

Mr. Gompers' Letter.  
Washington, D.C., Jan. 4, 1904.  
Mr. Thomas L. Kidd, Fifth Vice-President, American Federation of Labor, 56 Fifth Avenue, Chicago, Ill.  
Dear Sir and Brother,—Mr. A. C. Bartlett, of Hibbard, Spencer, Bartlett has written me two letters making complaint against the "livery drivers" be-

longing to the International Brotherhood of Teamsters.  
Chicago, for the reason that it was but a short time after the fire broke out, and the full import of the disaster was not known even to the police and firemen.  
Furthermore, the foreman, when asked the men to return to work, did so with a laugh, thereby implying that he himself did not take the request seriously. There was strike on at the time, and the men quite naturally refused to man the carriages until they were more fully informed. When they did learn the extent of the disaster, on hour or two later, as already stated, the men at once returned to work, leaving the question of wages and other points in dispute out of consideration entirely. So much for that lie. Very truly yours,  
Luke Grant.  
Mr. Shea's Reply.  
International Brotherhood of Teamsters, Indianapolis, Ind., Jan. 6, 1904.  
Mr. Samuel Gompers, 423-425 G Street N.W., Washington, D.C.  
Dear Sir and Brother,—In reply to your communication dated January 4, in which you enclose a letter from Mr. O. C. Bartlett, criticizing the action of the livery drivers in Chicago, in refusing to work during the recent fire in that city, I wish to say the facts as set forth by Mr. Bartlett are not true.  
You will understand that we have two local unions of cab drivers in that city. One of them is composed of the wage-earners, those working for weekly wages for the men who own livery stables in that city; the other is composed of men who own their own teams. We have somewhere in the neighborhood of one hundred livery drivers in this Local No. 40, which is now on strike. In the other local union which I mention we have somewhere in the neighborhood of one thousand men.  
Some time ago the representatives of our Local No. 40, viz., the livery drivers, presented a wage scale to their employers asking for \$2 for a working day of 12 hours. We tried all honorable methods of reaching a peaceful and satisfactory understanding with the Liverymen's Association of Chicago. We asked them to refer the matter to arbitration. We agreed that no trouble or strike should take place while the arbitration board was sitting, and that the finding of the arbitration committee should be final. We offered them every inducement within our power, to see if we could not reach a settlement with them without being forced to strike. These men, under the guidance of one W. K. Saunders, a lawyer for the Citizens' Industrial Association, laid down an ultimatum to us, viz., not only must they continue to work for the same wages that they were then getting, but that they must cease to belong to the International Brotherhood of Teamsters, and gave them until January 1 to consider the matter. They refused to do so, and went on the street. Nothing was left for the men to do but to strike to enforce their demand for \$2 for a working day of 12 hours. We still have 1,000 men in the city who operate their own teams and were willing to do the work of the undertakers if they wished them to do it. Our men who own their own carriages are on the streets and are open for employment to the public for funerals or any other service which may be required of them.  
The Liverymen's Association, the Undertakers and Embalmers' Association and the Casket Trust of that city have a thorough understanding between themselves, and when the men who signed our agreement went to buy a casket they were refused. This is absolutely true.  
There was no need of funerals going without carriages, as there were plenty of carriages around driven by union men, but the undertakers absolutely refused to employ them or to allow a carriage of any kind at any of their funerals. They simply desired to get public opinion turned against the team drivers' organization and took this method of doing it.  
Immediately upon the burning of the Iroquois Theatre our general organizer, Albert Young, who was in charge of the strike, ordered the men back to work and at once published over his signature the fact that wages or any other conditions were to have no consideration; that the men were to return at once to work for the need of the people who were deprived of their friends in that horrible accident. They are still at work, and we are to-day in the same position that we were before the strike.  
We are ready to leave the entire mat-

ter to any fair and impartial board of arbitration, and are entirely willing to abide by the decision handed down by that board.  
Enclosed you will find the order issued by Mr. Young, and I want to say that the livery drivers immediately reported for work in the Iroquois Theatre, and it is which they were employed after they were asked by the employers to take of their buttons and give up their membership in our union before they would allow them to go to work, but under the then existing conditions. Regarding as to that our men immediately took out their carriages upon the streets to care for the wants of the unfortunate people of Chicago.  
I want to deny absolutely the stories that have appeared in the papers, and I want to say that there is no truth in the statements that the livery drivers refused to aid the Iroquois victims or place any obstacle in the way whatever of the peaceful burial of the dead.  
One Frederick W. Job, on the morning after the fire, published a statement in which he stated that they had agreed to return to work, and it was spread broadcast throughout the country by the papers, but in the very same paper in which this statement appeared was the signed order of our men, in which Albert Young, our general organizer, was going back to work, which order was complied with. Fraternally, you are,  
General President of Int. Brotherhood of Teamsters.  
Preliminary Return to Work.  
Chicago, December 30, 1903.  
Owing to the great disaster to the public caused by the fire at the Iroquois Theatre, I do hereby declare a truce in the present strike of undertakers and livery drivers for ten days, and do further request that every man now on strike report at once to their respective places of employment and do everything in their power to assist their employers in caring for the wants of the public. Wages are to have no consideration.  
(Signed) Albert Young.  
Mr. Flood's Reply.  
Chicago, Ill., January 3, 1904.  
Mr. Samuel Gompers, President American Federation of Labor, Washington, D.C.  
Dear Sir and Brother,—In reply to your letter of January 3, I wish to say that I have investigated this matter and find there is no truth in the assertions made by Mr. A. C. Bartlett. I have been informed by the officers of Local No. 40, and know that it is a fact that they have agreed to furnish drivers for all funerals and carriages to carry the dead to their last resting place, but the Undertakers and Liverymen's Association of Chicago have refused to accept their services.  
In regard to the article printed in the paper, and also that part of your letter stating that the drivers had refused to respond when called in aid of the fire victims, I called to see Mr. W. D. Moore, of 2123 Wabasha avenue, employer of these men whom Mr. Bartlett claims refused to assist in this matter, and I asked Mr. Moore had he made the request of these drivers, and he said that he had. He said that his barn was burned and also his bookkeeper. I asked him why he did not make the request himself, and in reply he stated that he was busy at the telephone. While he admitted that this was a very serious matter, yet he did not consider it of great enough importance to leave the telephone and request the men to go back to work. I asked him why he ever had any talk on the matter since the time the men had refused to do it. He said that he had had a man who had made the remark that had he personally requested, the men, they would have immediately went to work, and if he had not done so, he would have upon himself personally to use force to compel them to go to work. I asked him how much confidence he had in this man who made this assertion, and in reply he said that this man had been employed very long and he did not put much confidence in what he had said. I asked him if he would give me the name of any of his drivers whom he could put confidence in, and he said that he did not know one Fred Smith. I went into the barn and found Mr. Smith, and asked him what he knew about Mr. Moore or his employer, and he said that he did not know anything about it, and that he had assistance in removing the dead bodies suffering at the fire. He said that the man who works in the barn, and who was half intoxicated, rushed in and said there is a big fire, and that the lives have been lost and Moore wants you to drive the carriages. He said, "Of course, we did not take the matter seriously, owing to the strike being on; we thought it might have been a joke, and we were anxious to go back to work or not. A short while after his bookkeeper came in and make another remark and I said there was some serious trouble. Some of the drivers took the matter seriously and immediately took a car and went to the scene of the fire. When they found out the real situation they returned to the barn, and were told to report in the morning, which they did."  
I asked Mr. Moore if he ever made a request at the headquarters of Local No. 40 for help. He said no. He admitted he believed if he had done so Local No. 40 would have used his best efforts to supply him with drivers. He also stated to me that he said that Local No. 40 did its full duty during this terrible disaster.  
I called on Mr. Seymour, manager of the Casket Trust, one of the largest concerns in Chicago, and he said as soon as he requested Local No. 40 to send drivers he immediately did so. As a matter of fact the officials of No. 40 and General Organizer Albert Young issued an order and gave it to the press that all drivers were to report immediately to their respective barns, regardless of wages or hours, for a period of ten days. The men are still at work under these conditions. The ten days will expire Saturday evening at 6 o'clock, and no definite settlement has yet been made.  
Hoping that this will be a satisfactory reply to Mr. Bartlett's letter, I remain, fraternally yours,  
Emmett Flood.

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