JUDGE HOPES FOR STRIKE SETTLEMENT

(Continued From Page 1).

cide upon terms upon which the city could take over the line at once instead of two years hence. The whole matter would, of course, be a question of terms, and if the railway company would be prepared to abide by the finding of the commission a solution of the difficulty may be found in the suggestion. One thing is certain the city is not going to the parliament buildings for the benefit of its health.

Judge Will Report.

The board of conciliation is due to

the board of conciliation is due to et at 11 o'clock this morning, when dge Barron will report as to what ogress he has made in his efforts

they can operate the service, and that progress he has made in his efforts for a settlement.

Transportation vesterday was carried out with smoothness, altho there were not as many people down town as on Monday. A walk thru the stores showed that dwellers in the outlying districts were delaying their shopping until such time as the cars were doing business again.

Unless some definite arrangement is arrived at today at the parliament buildings the position of all parties will be exactly the same as it was on Saturday night, when the strike commenced—three good days wasted, to say sothing of the profits that have gone to jitney owners.

Police Doings.

The board of police commissioners yesterday afternoon instructed Chief of Police Grasett to have the police give the Toronto Street Rajiway protection when that corporation attempts to run its cars thru the streets driven by strike-breakers. Just when the company will aftempt to run cars is not known. On three different cocasions the police have arranged to have police at the Lansdowne barns, but a last-minute order canceling the attempt to start the cars has been issued. Yesterday afternoon a couple of hundred policemen were despatched to Ossington avenue station to await orders to proceed to the barns. Once again, however, it was declared that the attempt had been called off. The talk of the company going to start cars is now regarded by the police in general as a "joke."

At Parliament Buildings.

No echoes of the street rajiway strike ware heard in the arginant.

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No Settlement.

The conference at the city hall yesterday failed to furnish a settlement of the street railway strike. It appears that much of the same old ground was traversed, the same problems proved insoluble for the present by the parties represented, and therefore a deadlock still exists. After two hours conferring in the morning and about the same in the afternoon between the parties interested it was decided by the board of control to apply for a stay of the execution of the order of the Ontario Railway Board directing the company to operate their street cars forthwith. The desire to prevent any trouble should the company bring out cars manned by strike-breakers is supposed to be the reason for the temporary withdrawal of the city's demand to the railway board. Any intention the company might have had of running cars is, therefore, delayed.

had of running cars is, therefore, de-layed.

The announcement regarding the board of control's decision followed the conference between the city, the T. S. H. Company, the street railwaymen, board of trade and others. It was also stated by the mayor that it had been determined to see the Ontario govern-ment today to discuss the situation.

Will Most Cabinet Will Meet Cabinet.

"The cars will not be operated at 4 o'clock today," said the mayor to the Lress yesterday afternoon. "We have had a satisfactory interview and satisfactory progress was made. We will meet the Ontario cabinet tomorrow. In the meantime the city will apply to the Ontario Railway Board for a stay of proceedings in connection with the of proceedings in connection with the order to operate cars. This will be done without prejudice to the rights of the city or the company. The board of control will not be able to meet the citizens' committee tomorrow until 2 o'clock.

"I contend that the company is able to pay an increase of wages of its own volition. There cannot be an increase of rates unless it is submitted to the people. The idea of meeting the government is so as to have it bring the parties together." parties together."
Entitled to Living Wage.

Controller Maguire declared he was as convinced as ever that the men should have a living wage, and also that the city should not change the

Controller McBride at the conference had a suggestion to make with resard to fares. He afterwards stated his proposal was the only feasible one. "I am willing to forego the blue and yellow tickets." he said. "I do not believe that the workingmen should be deprived of their reduced rates nor that the full rates should be charged on Sunday. Neither will I stand for increasing the school children's fares. But there is no reason why, if it will But there is no reason why, if it will settle the dispute, the blue and yellow

tickets should not be done away with and a full five cents charged."

In answer to the question as to how much that would give, the company the controller replied, "About \$700,000."

It is understood the mayor held that no change should be made in the force. no change should be made in the fares
Mayor's Proposals.

The mayor submitted the following proposals pending a settlement: 1. The railway board to operate the cars for 30 days, with the company

and their servants and agents in 2. Men to return to work forthwith.

3. Men to be paid the price the conciliation board award finds. 4. The city council to meet and con-

sider the whole question. 5. Further negotiations with the government and city as to who is to pay the increase, the guarantee to be given to the men that the proper authorities, when the conciliation report is presented, will see that they

6. A 30-day truce to be declared, the mean in the meantime to return to

7. The conciliation board to meet at ones and deal solely with the questien of the rate to be paid per hour, and terms and conditions of labor.

8. Railway board to be in charge of the whole road for 30 days in the inof the Ontario railway act to be fol-

Audit Books:

10. Examination of the books of the company by Mr. Bradshaw for the city and Messrs. E. R. Clarkson & Co. or like company on behalf of the rail-

At Parliament Buildings.

No echoes of the street railway strike were heard in the parliament buildings yesterday. A joint deputation, which it was stated, was to wait on the premier, Sir William Hearst, did not materialize, and there was absolutely nothing doing on the situation in the offices of the railway board.

Not a word had been heard in the premier's office of any deputation that was likely to visit Sir William Hearst.

No Settlement.

The conference at the city hall yesterday failed to furnish a settlement of the street railway strike. It appears that much of the same old strough was traversed to the same of the same old strough was traversed to the same old strough was traversed to the city half years to open the city's applicati



STREET-CARLESS YONGE STREET.



We have tried to explain conditions confronting the company and

We have shown how similar situations have been met in other

It must be evident to everyone in the city that the wild scramble

Who would object to paying a 5-cent fare

In all other cities where relief has been afforded fares have been

A 5-cent fare is all that would be required to solve the present

have sought an adjustment of the present trouble through the medium

cities and there is no reason why a solution along similar lines cannot

of evil-smelling, unregulated and unlicensed common carriers repre-

sented by the motor vehicles now engaged in passenger-carrying, with

all the risk that such transportation involves, is not the solution of the

on the street cars in order to insure adequate ser-

and in practically all of these cities the roads

had unexpired contracts calling for

a 5-cent fare or less.

The Toronto Railway Company

vice provided by satisfied employes?

of a Board of Conciliation.

increased to 6, 7, 8 and even to 10c

be applied here.

problem.

problem here.

Union Demands Substitution INDUSTRIAL BOARD Piece Work.

S. Koliovsky, business agent for S. Kollovsky, business agent for the Cloak, Suit and Dress Makers' Union, stated yesterday afternoon that the members, 1800 strong, were determined to have their agreement signed as presented, realizing that it was extremely reasonable. The agreement calls for the substitution of a weekly wage system for the present intolerable system of piece-work drudgery. Also an eight-hour day is sought and a 44-hour week. The following schedule is demanded:

Workers' Schedule.

Full-fledged cutters, who are also doing grading

Full-fledged cutters and one also doing grading

Full-fledged cutters and one also doing grading

Sando

Sando

Full-fledged cutters and Dress Makers'

Ottawa, June 24.—An afternoon paper carries the following today:

The report of the committee on industrial relations will be in the hands of the government next Thursday. It is understood that the recommendation will be unanimous, a fact in itself regarded as significant. The board will recommend certain immediate legislation to improve the relations between capital and labor.

There will be subscription to the principle of collective bargaining as defined by the railway brotherhoods.

The Whitley plan for the representation of labor in industrial management is understood to be considered as understood to be considered a

ence 28.00 Trimmers of two years' experi-

shop.

Workers being ordered by the employer to come in to work in the morning or afternoon shall get paid for a full half day.

Mr. Koldovsky emphasized the need of reaching an amicable settlement of all disputes wherever possible.

The agreement is to come into effect next Monday.

The morning of afternoon shall get paid for a full half day.

Chatham, June 24.—The Dom Sugar Company is depending on the statement of the stateme

PT. COLBORNE SAILINGS

the railway act giving the Dominion railway commission power to fix rates netwith the owner of the Packard, under protest.

RMENT WORKERS

WANT WAGE WEEK

the railway act giving the Dominion railway commission power to fix rates netwithstanding any agreement on the subject of rates already in existence between the railway company and any province or municipality.

The report to each house will probably be that that the conferees have been unable to come to any agreement and it will then be up to the house of commons to decide whether it will accept the senate amendments or permit the entire railway bill to go over for another session.

REPORTS TOMORROW

DENIAL OF CHARGE

TO SUGAR BEET FIELDS

Chatham, June 24.—The Dominion Sugar Company is depending on the youth of this city to work in the beet Port Colborne, June 24.—Up. Kalkaska, 7 p.m.; J. J. Turner, 7 a.m.: Reynor, 3 a.m.; Stormount, 5 a.m.; Aztec, 8 a.m.; Windsor, 3 p.m.; Royalite, 8 p.m.; Oatland, 8 p.m.

Down-Marion W., 10 a.m.; Sam Marshall, 4 a.m.; Linden, 5 a.m.; Rickarton, 6.30 a.m.; Viking, 8.30 a.m.; Stormount, 10 a.m.; Imperial and barge, 4.15 p.m.; Windsor, 6 p.m.; Windsor, 6 p.m.; Wyoming, 7 p.m.; Brookdale, 8 p.m. fields of the district, and help to re-