COMPANY'S ANSWER IS EXPECTED TO-DAY

President Whitaker Replies to Two Offers to Arbitrate the Differences.

NEW DEMANDS ARE SUBMITTED

Employes Consider That Manager Coleman's Reception of Proposition Indicated His Acquiescence in It—Meetings.

It is expected that to-day the St. Louis Transit Company will present a formal and definite answer to the demands made by the employes of the company to General Manager Coleman last Wednesday morning. These demands involve recognition of the employes' union, changes in the rules governing the men, shorter work days and more pay.

Yesterday the company, through President Whitaker, declined the offer of Mayor Ziegenhein to act as arbitrator between the company and the men. This offer had previously been accepted by the men. The company also, last night, declined the offer of State Labor Commissioner T. P. Rixey to act as arbitrator.

Yesterday the men presented to General Manager Coleman the new demands, which were that the company cease hiring new men and discharging old ones, and that it cease breaking in new men already hired, pending its answer to the original demands of the men. Mr. Coleman assured the committee that the company would not assume the aggressive previous to the delivery of its answer to the committee. Last night the committee announced that it was satisfied with this, and that nothing would be done until the receipt of the company's formal answer to-day.

A number of meetings were held last night. At one of these meetings, Superintendent George W. Baumhoff addressed the men of the Lindell division, and employes, following, gave him assurances of loyalty to the company. At another meeting J. J. Ryan, one of the organizers of the street railway employes, addressed a large number of employes. At a third meeting C. E. Devers addressed the men.

At Walhalla Hall, the headquarters of the men, President W. D. Mahon presided over the actions of the Grievance Committee during the day. He said he was still hopeful that the differences would be settled without a strike. During the day the members of the committee mingled with the men and gave out assurances that there was a possibility that no further difficulty would be had in coming to a settlement with the company.

Last evening the members of the committee and the leaders of the men, as well as International President Mahon, rested, and were absent from headquarters for the first time in three days. Chairman Missik stated that he felt assured that a strike could be averted if Manager Coleman could have his way in the matter.

In the House of Delegates last night a resolution was adopted requiring that no man not a resident of St. Louis for a year or more could be employed as a street railway conductor or motorman.

SPEECHES TO EMPLOYES.

Superintendent Baumhoff Addressed Them Last Night.

About 150 motormen and conductors employed on the Lindell main line and its extensions met Division Superintendent George W. Baumhoff in the company's gymnasium at Taylor and Fairfax avenues at 8 o'clock last night, and listened with marked attention to what he had to say with regard to the situation.

The superintendent began by explaining that he had asked the men to meet him for the purpose of a friendly conference, and said:

"You are on the eve of one of the most important affairs in the history of the employes of any street railway company of this size, in the country. As far as I know, there is no cause for dissatisfaction on your part. If there is cause, it must be well founded and there must be some just grievance if you expect to enlist the sympathy and respect of the public. You meet the public and feel the public pulse. You are a part of the public.

"It has been stated that the average of wages is only 16 cents per hour. I want to deny this. The records of the company show that motormen are getting 29 cents per hour and conductors 19 cents. If I had my way, and the company could afford it, you would get twice as much. I have suggested to the president of the company to pay conductors the same as motormen.

"As far as the Lindell division is concerned, I have heard of no grievances. When this company adopted electric cars in 1890, the men were working from twelve to fourteen hours for $2. The company never thought of reducing the pay, and from that standpoint you have no grievance.

"As for the time-table of this line—it is probably as well equalized as it could be. If there is a man in my hearing who can get up a table which will take care of the travel and give you equal hours, I will hire him and give him good wages to do so. Some other time-tables may not be as good, but they will be changed as soon as possible.

"I have been with this company in all capacities for twenty-seven years. When I started we had long and short runs. The former were from 5 a. m. to midnight, and the latter from 6 a. m. to 7 p. m. At that time street car men were considered beneath notice, but conditions have changed, and now the situations are sought by the best men in the city.

"In 1885 there was a big street railroad strike. There was much bitterness of feeling and considerable damage was done to property. You know how the strike ended. Lindell men, I am glad to say, took but little part in that affair.

"I do not anticipate a strike now, and hope there will be none. If there should be, I hope no Lindell man will be involved in it. I have never questioned your loyalty, and have asked none of you concerning your position. I don't ask you now; because I have faith in you. If there should be a strike it will cost some trouble and hardship, but I expect to run the cars on this division. I hope every man of you will stick to the company. I do not want to put on any new men. I do not want to do this for your sake, and if you have grievances I want you to let them be known. If you should force me to put on new men I will not be to blame.

"Any trouble there may be on other divisions will be adjusted, and those out of employment will be taken care of. I hope every man on the Lindell line will continue to report for duty as if nothing had taken place."

There was a burst of applause at the close of the address and a number of the men stepped forward to assure Mr. Baumhoff of their support, others hurried off to take up their work for the night.

When quiet was restored the superintendent said that he wanted to explain why the company had been looking around for new men.

"We expect to open up five new lines in the immediate future, and if every man in the employ of the St. Louis Transit Company sticks to his post we have at least 100 new men to man these new lines. He said they would all refuse to participate in any trouble which might arise before the new lines were opened.

Then Motorman Burkhead was granted the floor. He said he had had some experience in street-car strikes, and wanted no more of them. The last one he participated in was at Cleveland, O., he said, and he learned something about the ins and outs of things. He closed with uncomplimentary references to President Mahon, by denouncing the methods employed at Cleveland, and pledging his hearty support to the company.

Burkhead was followed by Conductors Lightstone and Holden and Motorman Van Kirk, all of whom said they would stick to their positions.

A similar meeting was held at 3:30 o'clock yesterday afternoon at No. 2[illegible] Choutea avenue. At this gathering, which numbered about seventy-five motormen and conductors of the Choutea and Park avenue divisions, Superintendent Baumhoff made an address along the same lines, and a number of the men replied, pledging their support to the company.

Mr. Baumhoff said after the close of the second meeting:

"I do not know what answer the company will make to the men, but I feel confident that there will be no trouble on the Lindell division, in any event, and hope there will be no trouble anywhere in the city."

A few employes who did not attend either of the meetings tried to dissuade their friends from doing so, but their efforts were without visible effect. The usual answer to their remarks was:

"It can't do any harm to hear what he has to say, anyhow."

NEW DEMANDS PRESENTED.

Men Report Their Acceptance—The Mayor's Notification.

Shortly after 11 o'clock yesterday morning the Grievance Committee representing the employes of the St. Louis Transit Company called at the office of General Manager Coleman and presented the new demands which were decided upon by the General Executive Committee at the secret meeting at Lightstone's Hall early yesterday morning. These demands were that, pending the definite reply of the company to the original demands of the men, presented to Mr. Coleman Wednesday morning, the company cease discharging old men and putting on new men, and that it cease instructing new men in the duties of running cars.

The committee was cordially received by Mr. Coleman, who invited the members into his private office and remained closeted with them for several minutes. During this time the matter of the latest demands was discussed by the general manager and the committee, and Mr. Coleman gave the assurance that the demands would be placed before the officers of the road at the earliest possible moment. Mr. Coleman expressed the opinion that the demands were fair, and told the committee that the company would take no aggressive action pending the answer by the company.

After the committee had finished its business with Mr. Coleman, it returned to the headquarters at Walhalla Hall and remained there until late in the afternoon, when it again visited Mr. Coleman. Upon its return it issued the following statement:

"The committee met Mr. Coleman this afternoon by appointment and received from him the assurance that no more men were being hired or discharged and that he had received telegrams from abroad offering to send him experienced men, and that he had replied that he did not desire any. This being an agreement to our demands, there is nothing more to do but to wait until to-morrow for their final decision."

There was comparatively little strike talk, the men appearing to have been considerably calmed after the long session of Thursday night, which, after a hard fight, President Mahon carried his point against the immediate calling of a strike.

During the day the committee also called at the office of Mayor Ziegenheim to present to him the reply of the men accepting the proffer of his services as a mediator. The Mayor was not in his office, and the letter was left with his private secretary.

Yesterday a number of representatives of local unions called at the headquarters of the men and assured them of sympathy.

Renewed efforts were made by the men yesterday to obtain recruits. They worked diligently to get the support of the new men, and it was stated that the conductors and motormen on the various cars had been instructed by the leaders to refuse to "throw in" any new men until they had agreed to ally themselves with the employes in their every-day experience of relations with the company. It was noticed that not quite so many new men were on the cars yesterday as there had been for the two days previous, nor were there so many men in the reception-rooms and corridors of the division superintendents, waiting for chances to apply for positions.

COMPANY IS RESPONSIBLE.

President Whitaker's Reply to Mayor's Offer to Act as Arbitrator.

Yesterday afternoon President Edwards Whitaker of the St. Louis Transit Company replied to the letter from Mayor Ziegenhein of Thursday, in which the Mayor offered to act as arbitrator between the company and its employes. The reply was an assertion that the company could not evade the responsibility of acting for itself in the present case. The text of the letter is as follows:

St. Louis, Mo., March 9, 1900.—Honorable Henry Ziegenhein, City Hall, St. Louis, Mo.: Dear Sir—Your favor of the 7th inst. is at hand and contents noted. I appreciate the spirit in which you write, and sincerely trust that the troubles apprehended may not come to pass.

The representatives of the transit company are desirous of dealing fairly with their employes in all respects. Since taking charge of the lines in the transit system the company has not reduced wages and has not intended reducing them. It has not increased the hours of service for intended doing so. In Springfield, Ill., motormen and conductors are paid 12 cents per hour; in Topeka, Kas., 15 cents; in Cincinnati, 18 2-3 cents; in Kansas City, Mo., 17 cents; in Louisville, 16½ cents after one year's service. Our rates average materially above any of these.

While appreciating the offer of mediation made, the representatives of the company feel that a duty rests upon them which they cannot yield to others. Hundreds of thousands of men, women and children use the cars daily, and the company is morally and legally responsible for their safe conduct. To discharge this responsibility as it should be does it requires that the company shall have the power of management, and it neither can nor should be excused for any failure of duty because it has parted with the powers which were imposed upon it as a serious public trust.

We have employment for every man in our service, and will have a continually growing demand for more men. We have been paying, and hope always to pay, good wages. Every man in our employ is secure in his position so long as he is faithful and efficient in the discharge of his duties.

We have ordered 300 new cars, which will be put into service as soon as the power can be provided to move them. We have two new power stations under construction and being pushed to completion as rapidly as possible. We are reconstructing a mile of our track. We only ask a reasonable time to relieve the admittedly crowded condition of our cars and to demonstrate our purpose of giving the public the best street-car service in the country.

We shall always be ready to consider every complaint, by whomsoever made, and to meet in a spirit of justice and fairness every demand that may be made upon us, either by our employes or by the public. Very respectfully yours,

EDWARDS WHITAKER.

Another offer of mediation was made yesterday. It was by Thomas P. Rixey, State Commissioner of Labor, Statistics and Inspections, and was as follows:

Messrs. Edwards Whitaker, President; Jilson J. Coleman, General Manager, St. Louis Transit Company; Messrs. Mack Missick, J. F. Murphy, J. J. Kennedy, Charles Kesseler, John Connors and Clarence Richeson, Committee: Gentlemen—From facts unofficially there exist certain differences between the St. Louis Transit Company and the employes in the city of St. Louis, and under the law of Missouri it is the duty of the Commissioner of Labor, Statistics and Inspection to seek to mediate between employer and employe, and if possible to settle all differences, and under certain conditions form a Board of Arbitration. Therefore, feeling that the interest of all parties concerned, and the public, demand immediate action, I therefore offer my services to assist in settling any dispute, trouble or difference which may exist between the St. Louis Transit Company and its employes.

Hoping that a satisfactory understanding may be reached, I am, very respectfully,

T. P. RIXEY,
Commissioner of Labor, Statistics and Inspection.

In answer to this offer, President Whitaker last night sent this reply:

St. Louis, March 8, 1900.—Thomas P. Rixey, Esq., Commissioner: Dear Sir—I am in receipt of your favor of this date offering your assistance in settling any dispute or differences which may exist between the St. Louis Transit Company and its employes.

We certainly appreciate this tender on your part, and thank you for it. At the same time we feel quite confident that whatever differences exist between the company and its employes can be satisfactorily adjusted between us. Very truly yours,

EDWARDS WHITAKER,
President.

Mayor Ziegenhein yesterday outlined the plan of arbitration he had in mind when he submitted his proposition, as follows:

The St. Louis Transit Company to submit to the Mayor the names of twelve men to act on the Arbitration Board.

The employes of the transit company to submit a similar number of names.

The Mayor to call upon prominent and representative citizens to meet him at his office, they to submit twelve names.

The Mayor to select three names out of the list submitted by the transit company, three out of the list submitted by the employes and one out of the list submitted by the citizens. The seven thus selected to constitute the Board of Arbitration and decide upon the differences between the parties.

Both parties to agree to be bound by the decision of this board: provided, however, that the decision should not be binding unless at least five members of the board agreed upon the conclusion reached.

MEETINGS HELD BY THE MEN.

Conservative Tone Was Conspicuous—Story of the Organization.

Meetings were held in various parts of the city last night by employes of the transit company. The men are initiating as many new men as possible.

A meeting at Becker's Hall, at Twentieth and Biddle streets, was held to perfect the organization of employes of the Bellefontaine and Grand avenue lines. The hall was packed, and among those in attendance, numbering about 300 men, were several candidates for initiation. The men stated that these candidates numbered 50, 30 of whom were conductors and motormen, and the others shed men. The meeting was exclusively for railroad employes.

J. J. Ryan, one of the leaders of the employes, made a speech arousing intense enthusiasm. He told how the organization of the men had been effected, the difficulties encountered, and the great caution exercised to preserve secrecy.

"The first meeting to organize a union," he said, "was called in South St. Louis in October last and as a nucleus an organization of twenty-three members was formed. Later an effort was made to organize the Lindell avenue division, but the effort was not a success. The railroad officials made promises of a betterment of existing conditions. This they failed to do, and in December we resumed the active work of organization.

"Since then our work has been energetic. Wherever we could find two or three together, whether in a church or a beer garden or elsewhere, we asked them to join us. To-day we have an organization that is as extensive as the transit company, and a membership of something over 2000 men.

"In case of a strike, I want to counsel moderation and firmness, and, above all things, avoid any acts of violence that may transcend the law."

A meeting, at which were about 200 men from the Easton avenue and Lindell systems, was held last night at the corner of Easton and Taylor avenues. The meeting was called to order by Clarence Richeson, who explained to them that it was only fair to give the railway people reasonable time to consider their demands, and he cautioned the men not to resort to violence if they found it necessary to go out.

Mr. Richeson said that about 50 new men were admitted to the union at the meeting last night, sixty of whom had sent in their applications for membership previous to the meeting.

C. E. Devers, vice president of Local Union, No. 1, of the Tobacco Workers' Union, addressed the meeting, and told the men that they would have the sympathy and support of the tobacco workers in their struggle. He said that the tobacco workers had resolved at their last meeting not to ride on cars run by nonunion men, in the event of a strike, and that any member of the union found riding on one of the cars would be fined.

One of the speakers talked to the men about arbitrating their difficulties. He cautioned them not to trust too much to the business men to arbitrate their grievances, and told them to be sure that they had a majority of their men present when their matters came up for adjustment by the Committee on Arbitration.

The conductors and drivers of the Olive street line held a meeting last night at Channing avenue and Olive street. Several of the organizers addressed the meeting, and the committees reported the developments since the last meeting. The men claim that thirty new members were admitted.

CIGARMAKERS GIVE A PLEDGE.

Resolutions of Sympathy and Promise of Support If Needed.

At a meeting held in Walhalla Hall last night by Cigar Makers' Union No. 44 the following resolutions were unanimously adopted:

Whereas, Organized labor has for some time deplored the apparent fact that the street railway employes were not organized, in spite of the fact that the necessity of concerted action on their part was very evident, and

Whereas, Recent developments have proven that the street railway employes have succeeded in quickly organizing a very formidable organization; therefore

Resolved, by Cigarmakers' Union, No. 44, of St. Louis, That we congratulate the street railway employes upon their success in forming so strong an organization, and be it further

Resolved, That we pledge them our full moral and financial support and promise them a willing and helping hand in securing for themselves just and righteous recognition and compensation, and be it further Resolved, That we place at the disposal of upon any member of Cigarmakers' Union, No. 44, convicted of riding on any street car run or operated by nonunion railway men, and we do hereby levy an assessment of 50 cents upon all members of this union, payable one week after a call is made that may arise through their just demands.

TO EXPOSE TOPEKA'S DIVES.

Part of the Work Preacher-Editor Sheldon Has Outlined.

REPUBLIC SPECIAL.

Topeka, Kas., March 9.—The Reverend C. M. Sheldon will make a sensational expose of Topeka's gambling-houses, dives and saloons during his editorial management and control of the Topeka Daily Capital next week. This will be a leading feature of news next week.

The Reverend Mr. Sheldon is reticent about his plan for his journalistic experiment, and refuses to talk concerning his policy. However, it was learned that a reporter has already been assigned to the work of gathering information about all kinds of resorts which are open in Topeka contrary to law.

The keepers of gaming-houses are never imprisoned, the only punishment being regular monthly fines, imposed by the Police Judge, which averages $50 a month. The revenue obtained in this manner is used by the city in maintaining the police and fire departments and for general expenses.

It has long been suspected that the city government was in league with the violators of the law, and that in paying the regular monthly fine the latter received the protection of the Police Department. An attack, such as is contemplated by the Reverend Mr. Sheldon, will cause much trouble in local official circles.

Contest for Coles County.

REPUBLIC SPECIAL.

Charleston, Ill., March 9.—During the last week in Coles County has been the battleground of the Democrats