

GENERAL STRIKE OF ALL LEVEE UNIONS IS NOW ON.

Nearly 10,000 Men Quit Work Last Evening Under the Cotton Council Order.

Central Body, After Stormy Session, Determined to Call Out All Dock Workers.

Beginning of the Great Struggle for the Parity of This Port Among Shipping.

Ship Agents Will Import Men to Work Vessels and City and State Authorities Asked to Provide Protection.

NUMBER OF MEN INVOLVED.

White Screwmen.....	800
Negro Screwmen.....	1,000
White Longshoremen.....	1,400
Negro Longshoremen.....	2,100
White Cotton Yardmen.....	523
Negro Cotton Yardmen.....	700
Coal Wheelers, all negroes.....	310
Teamsters and Loaders, all negroes.....	201
Freight Handlers, mixed, whites and negroes.....	1,100
Cotton Inspectors and Markers, all white.....	110
Scale Hands, negroes.....	60
Stave Classers.....	300
Total.....	8,603

The levee troubles culminated yesterday afternoon in the Dock and Cotton Council ordering a general strike, and the order became effective at 6 o'clock last evening, at the hour when the men usually knock off from the day's toil.

It marked the real beginning of a struggle which may prove the battling of powerful forces, and which may be protracted until one side or the other is forced to acknowledge itself beaten, thoroughly beaten.

The levee presented an unusual scene when the men quit work at dusk. Policemen were everywhere, and the screwmen, already out, were standing at the corners of the streets which begin close to the wharf, in knots and bunches. The sailors were lining the officials of the vessels tied to the docks, private watchmen were taking their posts around stacks of tarpaulin-covered cotton, and the picture, to those familiar with conditions, suggested preparations for the combat.

The Dock and Cotton Council's defiance is being met by complete preparations on the part of the steamship agents and stevedores to have this vast work on the levee done by non-union labor. The Illinois Central Railroad Company is standing with the agents and stevedores, and will have all the men needed to do the work at the Stuyvesant Docks, and all things considered, the fight was practically on yesterday.

The Dock and Cotton Council went into session at 10 o'clock yesterday forenoon, at Screwmen's Hall, Exchange Alley and Blenville Street. There were present representatives from all the unions affiliated, the two Screwmen bodies, the two Longshoremen, the two Cotton Yardmen, the Teamsters, the Coal Wheelers, the Stave Classers, the Cotton Markers and Inspectors, and the Scale Hands, and the delegates before going into session stood in groups in the alley, discussing the alarming situation.

James Byrnes, President of the Council and President of the Screwmen, was in the chair, and after calling the meeting to order he explained the object of the special session. Mr. Byrnes very carefully went over the situation, and in conclusion laid the case before the delegates. General discussion followed, and all of those speaking, with the exception of two, advocated

A GENERAL TYING UP of the levee. Delegate Ellis, of the negro Longshoremen, took a determined stand against a general strike, and boldly voiced his opinions, although some of the delegates endeavored to hush him up. Delegate Ellis contended that a general strike would be disastrous to the port and that it would entail suffering on thousands.

A well-known cotton yardman spoke against the general strike move, seeking to protect the interests of his employers, who were in no way responsible for the course the agents were taking against the screwmen, and with whom the men had always maintained friendly relations.

After the discussion had lasted several hours the question to strike or

not to strike was put to the house, through a resolution offered by a delegate not a member of the Screwmen. The resolution was offered in writing and was lengthy and well worded. President Byrnes called for a vote and the radicals won by 91-2 to 21-2. The half votes are represented by splits in individual union delegations. The Cotton Yardmen and the Stave Classers cast the negative votes, and all the other representatives cast affirmative ballots.

After the determination had been reached to call the strike the question of when the walkout should become effective was briefly discussed. As three of the steamship lines were already working their sailors, and other lines were to begin in the morning, it was decided to strike against all the ship agents and stevedores who had not or would not sign up with the Screwmen on their second demand of 160 bales a day for gangs of five, at \$31 a gang. Some were in favor of declaring the general strike Monday morning, but it was pointed out that by that time the strikebreakers would have arrived and they would be practically locked out all along the line.

The meeting adjourned and the delegates came down stairs, disbanding in groups and pairs, and left the vicinity. The men seemed to be in the best of spirits and

ALL WERE OPTIMISTIC and confident of final victory. None of those approached would make a statement or say what had been done at the meeting, but the facts gradually filtered out, and soon it was known in Carondelet Street, where the ship agents and stevedores have their headquarters, and all over the city.

Delegate Ellis, of the negro longshoremen, although opposed to a general strike, voted with his union to tie up the levee, sacrificing his own views to the sentiments of the majority. President Byrnes had no statement to give out. He said that the employers, and not the men, had forced the issue and that the men would hold out to the last, believing that they had right and justice on their side. Mr. Byrnes reiterated that the screwmen and other laborers would remain within the law and do nothing toward interfering with any labor the houses might secure.

"All this talk about what the screwmen and the rest of us will do when strikebreakers come to town is nonsense," declared Mr. Byrnes. "We intend to stand to one side and do nothing, and if there is any disturbance it will not be of our making."

Mr. Byrnes repeated that he thought the screwmen had been unjustly criticized and called bad names when they had done absolutely nothing to deserve it.

Another prominent member of the Dock and Cotton Council, when seen, said: "If the steamship agents and stevedores think that by importing strikebreakers they are going to drive the men to start a riot they will be fooled. We are not going in for any kind of violence, but during the period of enforced idleness we will get along as best we can and have our little outings and pleasures. Sometimes strikebreakers themselves start a row and blame it on the workmen. Well, we are going to guard against the possibility of any deal of that sort as best we can."

THE STEAMSHIP AGENTS

held several meetings yesterday, with Mr. Ross, of the Head Line, in the chair. The meetings were all executive, but it is understood that the employers perfected their plans for having their ships loaded and unloaded.

Mr. Ross gave out the statement last evening that the ship agents were not going to have their ships lie idle at the wharves, and that provisions had been made to do the loading and unloading. From an unofficial source it was ascertained that an order had been placed with the Pinkerton and Thiel Agencies in Chicago for 500 men to start loading and unloading the ships tied at the wharves Monday morning.

The men, with a sufficient guard to protect them, will leave Chicago to-night, in all probability, and reach Harahan Sunday night. At Harahan they will be placed aboard a ship on which they will be lodged during their stay in the city, and Monday morning brought down to the docks. The men will be first placed where they are most needed, and will gradually be distributed to the different ships which are waiting either to receive or discharge freight.

It was also learned that the same agencies, the

PINKERTONS AND THIELS,

are ready to furnish an additional thousand laborers if they are needed. The imported men will be used until confidence is restored and the agents are able to get local laborers to take their places. The men fur-

nished by the agencies will be returned to the places from which they shipped as soon as the strike is over.

Nearly all of the ships at the wharves will start work this morning with their crews, and any outside labor that the stevedores are able to secure. It is not thought, however, that just at the present local labor will be plentifully secured, as some doubt exists as to the expressed docility of the screwmen and of the ability of the police to protect non-union labor.

Mr. Delphino Vila, agent for Spanish ships, started to load the Juan Forges, at Third Street, yesterday, with the vessel's crew. In three-quarters of a day the sailors put aboard 510 bales of cotton, some of it screwed, equal to an average of 170 bales a day, in gangs of five. The Juan Forges will continue to load to-day with her sailors.

Mr. Vila is seriously considering sending his other ship, the Wilferdo, to Galveston and sent a telegram to the Island City yesterday making inquiries.

Mr. Cosulich's Austro-American Line boat, the Eugenia, in the past four days has

STOWED 4,000 BALES

of cotton with her crew, directed by Mr. Terrance Smith, the stevedore. Mr. Smith found that the sailors worked very well indeed, and, as green hands, clearly demonstrated that an average of 200 bales a day to gangs of five was easy.

Mr. J. H. Honor finished the United Fruit Company ship Ellis yesterday with union longshoremen, and was working the Norfolk and the Brasilia. Mr. Honor, assigned to Mr. Hendon's Texas Transport and Terminal Company, with the same labor, the ships taking only general cargoes.

Although Mr. Honor has not attempted to load cotton the longshoremen with whom he signed a three years' contract, even before the settlement of the longshoremen's troubles, several weeks ago, will refuse to work for him to-day, and he will have to use the ships' crews and what outside labor he can secure.

Mr. W. J. Kearney started to work the Ballaura, a Harrison Line ship, at Stuyvesant docks, with sailors yesterday, stowing cotton. The Ballaura needs 1,000 bales to complete her cargo. Mr. Kearney will start on the stevedores to-day with sailors, stowing 1,500 bales of cotton and 1,000 casks of tobacco. Mr. Kearney, who is one of the best posted men on levee conditions in the city, was well satisfied with the work of the sailors.

The Mallin Head, one of the Head Line boats, lying at Eighth Street, began taking cotton with her crew yesterday, and the longshoremen knocked off not only on her, but on the Angola, another of Mr. Ross' ships, which was taking general cargo.

The steamer Success has been worked by stevedore Paters at Chalmette, discharging coal, for the past four days. On the Head ships the Harrison ships and at other points as well, where it was known sailors were to be employed to-day.

THE COTTON TEAMSTERS

and the freight handlers refused to work.

As the freight handlers employed by the Illinois Central Railroad at Stuyvesant docks will not work to-day the company will bring down from Harahan, where they have been housed for several days, between four and five hundred working men, to take the strikers' places. The stuyvesant docks will be carefully guarded by the railroad specials from now on until the trouble is settled.

A well-known official of the road stated yesterday that the Illinois Central would have all its work done, and would stand with the ship agents in the present fight.

It was generally understood yesterday that one of the issues of the fight would be the life of the Screwmen's Union. The employers again stated as individuals yesterday that the screwmen would probably be done away with entirely in the fight and things would be reconstructed on a basis that would do away with the different classes of labor.

Mr. Hendon, of the Texas Transport and Terminal Company, stated yesterday that the Atlantic, the Leyland Line boat, consigned to his firm, had completed her cargo of cotton with sailors and gone to sea.

When told yesterday afternoon that a general strike had been ordered Mayor Behrman expressed regret that the interests directly concerned had not been able to agree on some common ground, and so prevent a tie-up of the port. He said, however, that he was prepared for any emergency that might arise, and having anticipated the action of the Dock and Cotton Council on the proposition of the agents and stevedores, had sent for

INSPECTOR WHITAKER

and talked the situation over with him.

The Mayor went on that, appreciating the inadequacy of the police force as at present organized, he had authorized the inspector to employ such additional force as he might deem necessary, to deal with any situation that might arise.

"I will make every effort consistent with my duty to enforce the law," the Mayor declared, "and nothing will be left undone to protect those who might be employed to do the work."

Mr. Behrman expressed the hope that the strike would run its course, without scenes of violence and disorder, which generally come with such conditions.

Robert E. Lee, President of the Central Trades and Labor Council, and Commissioner of Labor Statistics, had the following to say in regard to the present difficulty:

"On summing up the situation it appears to me that the condition was brought about by Messrs. Sanders, LeBlanc and Ross, agents for the big lines. They claim organized labor is to blame, and we lay the responsibility on their shoulders. If there is any extortion or overcharge in this great port the ship agents have brought about the condition themselves, and they should not place it at the door of the men."

"If the statement Mr. Harrison, of the Screwmen makes, and his statement I might say is backed up by figures, carefully compiled, the profit of the Steamship Agents is enormous and

OUT OF ALL PROPORTION

to the gains made by legitimate manufacturing or industrial enterprises.

"Consider the conditions under which the people live to-day. Rents have increased all over as a result of the installation of a modern water system; the cost of living has increased over 50 per cent, and if any sacrifice is to be done, it should be by those who are able to bear it."

"The screwmen are one of the oldest and best-known organizations in the country, and in this city, from year to year, the exactions on them have been greater and greater. Their work has been increased and their

wages cut down, and to-day it is practically a case of adding the last straw to the overworked camel and breaking his back.

"If we of the Central Trades and Labor Council can help them in any way, shape or form we will only too glad to do it. The sympathies of the entire labor movement should be with the Screwmen."

SOUTHERN PACIFIC WORKERS.

Men Will Be Imported Unless Freight Handlers Return To-Day.

According to J. H. Torney, Assistant Manager of the Southern Pacific Atlantic Steamship Lines, the Company will firmly oppose the demands of the freight handlers who are on a strike, and unless the men return to work this morning at 7 o'clock the Company will at once take vigorous steps to fill the places of the strikers.

Mr. Torney, who is here from New York in charge of the situation for the Company, yesterday conferred with a committee from the strikers. The men demanded 35 cents for regular work, 50 cents for all other work and recognition of the Union. The present wages are 30 and 40 cents. After hearing the demands Mr. Torney stated that the Company would not grant them, and advised the men to get together and return to work by 7 o'clock this morning.

In the meantime Mr. Torney and Agent E. B. Lamberton employed between fifty and seventy-five men and had them unload the Excelsior. The El Monte, from Baltimore, has not been touched. The Antilles will leave to-day for New York with half a cargo.

On account of the character of business handled by the Southern Pacific Steamship Line, the New Orleans merchants are very vitally interested in the condition of their facilities, and the tie-up of the Company's business is likely to cause general hardship to the merchants.

Mr. Torney said yesterday that the Company may have to abandon the new Baltimore-New Orleans line because of the strike. He made the following statement regarding the strike:

"We desire to be clearly understood in the position we have taken toward our men now on strike.

"They have broken faith with us. In that the question of wages was discussed with them the latter part of August, when it was agreed by the Company and also by the men that any concessions made to longshoremen performing work on our ships at Galveston would be made to them. It was found impossible under existing conditions to make any advance in wages at Galveston, and the striking longshoremen at that port resumed work at the old scale.

In conference with a committee representing labor on our docks, held on Sept. 25, they expressed their entire satisfaction at the treatment and consideration given them by the Company at this port and the preference shown them in giving them employment on our docks; but a few agitators among them have misled the balance and prevailed on them to quit work and to repudiate their agreement to continue work at the old scale. If similar action was taken by men in Galveston.

"We must resist such action on the part of these men, and feel that we should have the support of the entire community in our efforts to carry on our work at this port with men who are perfectly satisfied to work at the old scale of wages."

FIRST STRIKEBREAKERS.

Southern Pacific Has Several Hundred Ready for To-Day.

The Southern Pacific has given the striking freight handlers until 7 o'clock this morning to go back to work, and if they refuse—which they will doubtless do—from 200 to 300 men obtained from outside sources will be put to work in their places. J. H. Torney, Assistant Manager, arrived in the city yesterday from New York and held a conference with the union leaders. The men proposed their demands, 35 cents an hour, 50 cents for overtime, and full recognition of the Union. Mr. Torney informed the men that the Company would not accede to their demands and gave them until 7 o'clock this morning to go to work.

About sixty non-union men were brought in by the Company yesterday, but little if any work was done. The Antilles will sail with but part of her cargo for New York this morning, and the El Monte will either be unloaded by non-union labor or sent to some other port near by.

Late last night a barge containing between 200 and 300 laborers, secured in other cities, moored alongside the El Monte at the Southern Pacific dock. The men will be put to work this morning under ample police protection, if the freight handlers still persist in striking.

TRADES ALLIANCE FORMED.

Delegates from Iron-Working Unions Form Organization.

The New Orleans Iron Trades Alliance was formed last night by delegates from a number of the strong iron-working unions, and the objects of the new association are primarily to formulate joint agreements, cement the kindred organizations and to advance the card system in all shops within the alliance's jurisdiction.

The following unions were represented and joined the organization: The Machinists, 37 and 62; the Patternmakers, the Boilermakers, the Molders and the Blacksmiths, 155 and 220. The following officers were elected: C. C. Elmer, of the Patternmakers, President; James Donnelly, of Blacksmiths 229, Vice President; R. E. James, of Machinists 62, Secretary; Joseph Cox, of the Molders, Treasurer; Mr. Elmer, of the Donnelly, George Hull, P. Hartnell, A. Charles, G. D. Strand, E. H. Mills, Organization Committee. Mr. Elmer was Chairman of the meeting, and among those present was Robert E. Lee, of the Machinists' Union, President of the Central Trades and Labor Council, and Commissioner of Labor Statistics.

Suggests a Solution.

Dr. G. H. Tichenor is among the citizens who suggest a solution of the levee labor troubles. He thinks the dock workers of the different gulf ports can be gotten together in convention to adopt tariffs and rules to apply to all ports alike. This would place all ports on a parity and remove the main cause of contention.