

GOVERNOR BLANCHARD ASKS TO HEAR STRIKE STORY.

Summons Militia Officers to Conference, and Says Peace Will Be Maintained,

And No Attacks Upon the Vast Commerce of the Great Port Permitted—Strikebreakers Coming To-Night.

Governor Blanchard will remain here to-day and probably several days, owing to the strike situation. Having come in yesterday from the Waterways Convention in Memphis, he established his headquarters at the St. Charles Hotel and promptly proceeded to take such action as he saw proper in regard to the situation on the river front. Among the first things he did was to communicate with the military commanders, for it is his intention to use the full power of the State, if it is necessary, in the protection of life and property.

When asked about this yesterday afternoon the Governor said that he came direct to New Orleans from Memphis for the express purpose of looking into the situation, and that is why he is in the city now. He says he will remain here long enough to find out for himself, and to this end he will be glad to receive the responsible heads of the labor unions involved, as well as the committee representing the shippers, should they desire to present their respective sides of the controversy.

The Governor says that, without taking sides with either party, he has a clear duty to perform in any situation that might arise threatening disturbance, rioting or violence, and that duty is to preserve the peace, uphold law and order, protect life and property, and see to it that the business and commerce of the city is not interfered with. This, the Governor says, he will do promptly, firmly, vigorously, using to this end, should the emergency arise, all the power of the State Government. Governor Blanchard expressed the hope that nothing would be done or attempted which would force him to act, and that he would be glad to assist in adjusting the points of difference between the shippers and the labor leaders.

FIGHT TO A FINISH.

Both Sides Firm in Battle for Port's Freedom.

Both the steamship agents and stevedores and the Illinois Central Railroad will be ready to begin work on the Levee to-morrow with non-union labor, and although the importation of labor is always calculated to inflame the minds of any class of strikers, violence is not expected, as the workmen will be well protected by special guards and a large force of police, and the dock laborers themselves have given every assurance, through their officers, that they intend to cause no trouble.

According to first arrangements 500 laborers and guards, secured from the Pinkerton and Thiel agencies, of Chicago, were to have reached the city in special cars last night, but it appears that full accommodations could not be secured from the railroad, and by a later plan it was decided to bring the men in batches of 150 or so.

The agents will be ready to START WORK IN THE MORNING with the first batch of men, who will arrive some time to-night. As has been before stated, the nonunion workmen will be placed aboard a barge or a ship at the railroad wharf at Harahan, and to-morrow morning they will be brought down the river to the wharves and set to work on the vessels mostly in need of cargo.

The force of nonunion men will be steadily recruited by other consignments furnished by the Chicago Detective Agency, and if necessary the employers will bring in by the end of the week a thousand or more men.

It has never been the intention of the Agents and Stevedores to give their work altogether to outside labor. It was their desire from the first to employ home labor, but it was generally known that the idle workers of New Orleans would hardly chance risking the river front at a time of strike, which conveys with it the possibility of turmoil, riot and bloodshed, and the Chicago agencies were resorted to until such a time as confidence has been fully restored on the docks and the strike practically broken.

While there are not a very great many idle men in New Orleans, there are still thousands working at from \$1.50 to \$2 a day who would only be too glad to quit their jobs and go to work for the agents and stevedores at twice or three times their usual pay, if they felt that the strikers would not molest them. These men, ditch diggers and common unskilled laborers, will be worked with the imported laborers after a time. In event of the fight proving a protracted one, and will be finally installed in the business altogether with such of the strikers who return to seek employment under the new conditions, it being the intention of the employers to send back to the points whence they shipped all the imported laborers when the finish to the fight has come.

The employers, feeling that by the general strike the alternative has been forced upon them, will in all probability follow out their early intention, if successful in the fight, and reform the labor on the levee on an equal basis and at a uniform wage. They argue that it is useless to have so many classes of laborers, when all of the work to be done on the docks is manual labor, and requires no skill upon the part of the workmen.

They feel that the

SCREWMEN ARE NOT NEEDED.

green sailors having demonstrated, especially in the case of the Spanish steamer Juan Forges, where screws were used and a high average gained, that any physically strong body of men can do the work. The Longshoremen and Freight Handlers do common laboring work, such as trucking freight, piling or stowing it, and unloading cars. Any class of workmen could successfully execute these tasks, and the employers think that it is best for their interests and the best for the general interests of the laboringmen to have any and all work done by one general class of laborers. They also present the contention that it is not fair for the Screwmen to receive \$5 and \$6 a day while the Longshoremen and the Coal Wheelers get \$4 a day; the Teamsters \$3 a day and the Freight Handlers and other Unions in the Dock and Cotton Council perhaps less, especially in view of the fact that the Screwmen don't work as hard as the others, and do not do, as the bosses contend, a fair day's work.

If the agents and stevedores and the Illinois Central, who have the backing of the commercial interests, win the fight, there will not only be no more screwmen's unions, but the longshoremen's unions, the freight handlers' union and the coal wheelers' unions will not be recognized as separate or individual organizations, any body of workmen being employed to do any character of work. If such a condition was brought about the employers feel that their interests would be safer, and that there would be no chance for the trying problems presented under the present system.

It was announced Saturday night that some few of the sailors on the ships in port, members of the Firemen's and Seamen's Union of Great Britain, objected to working cargoes on the ground that they were going against the principles of their union in doing work that should be done by organized labor.

Two of these men were encountered in an Exchange Alley saloon by Rufus Ruiz, one of the leading levee unionists, and stated to Mr. Ruiz that when they objected to doing the work their skipper threatened to have them arrested.

Mr. Ruiz told the men, one of whom was an Irishman and the other a Swede, that they were in America now, and did not have to fear arrest, but the men declared that they could not desert their ship, as their wages, which are to be given them when they get back to the European port whence they shipped, would be lost.

Several of the agents spoken to in this connection yesterday said that if there was any discontent among the crews of the ships at doing the extra work, they had not heard of it. The men generally, according to reports received from the captains and superintendents, were more than delighted at the opportunity of making such good pay as is given them for the work. The agents did not doubt that there might be kickers among the men, but they were so few that they were hardly to be taken note of. It was DENIED THAT THE MEN WERE FORCED

to work under threat of arrest, although the papers they sign when they ship for a voyage call upon them to load and unload cargo when necessary.

The sailors make something like \$22 or \$23 a month, following the sea, but in loading and unloading the ships they get longshoremen's rate of pay, which, to them, is very large, and the majority of them are glad of the chance to make the extra pay, the agents claim. The sailors who have been stowing cotton, especially the English and Irish sailors, made splendid records, according to the statements of the agents, and put away cotton at the rate of 250 bales per gang a day.

Leading representatives of the defiant unions connected with the Dock and Cotton Council indignantly denied the statements to the effect that there is possibility of a break among the organizations. "The unions are standing firm," said one leader; "they appreciate that their common interests are at stake, and feel that if the Screwmen were left to go it alone, and were beaten, the other organizations would be taken in turn and crushed out of existence. No, we are all standing together, and if we win we'll win together, and if we are defeated we'll go down together. The history of the labor movement shows that strikes are won by unity, and that they are lost by lack of proper mutuality, and we are going to support the Screwmen and support each other."

"The agents and stevedores have a mighty solid combination with the Illinois Central Railroad and all the commercial bodies, and yet they are condemning us for standing together, and trying to set the rumor afloat that we are falling apart."

The Illinois Central has one large section of the

STUYVESANT DOCKS FITTED UP for the use of the three hundred non-union men who will be brought in to-day to take the places of the striking freight handlers. Comfortable cots have been placed in an inclosed space, a complete commissary department has been established, and everything is in readiness for the arrival of the men who will be housed altogether within the strong barricades of the sheds. The Company is bringing down a sufficient number of men to do all the work necessary, and if the number proves to be short more will be obtained at the points they were shipped from.

It was stated last evening that an attempt would be made to secure drivers to take the places of the striking Cotton Teamsters to-day or to-morrow. Most of the cotton to the levees can be belted, but there is considerable of the staple at the presses which must be moved on drays. The task of protecting non-union teamsters would not be an easy one, should the strikers show an ugly temper, as the floats to reach the levees must pass through a district peopled entirely by strikers, their families and their sympathizers.

Yesterday being the Sabbath, very little if any work was done on the levees. This morning the crews of the ships will resume loading the vessels, and to-morrow the imported labor will be set to the task.

SOUTHERN PACIFIC STRIKE.

More Men Secured, but Not Yet Enough for Needs.

With the addition of about twenty new men who asked for employment yesterday morning, making the total non-union force engaged approximately 185, officials of the Southern Pacific were yesterday able to complete the loading of the cargo on the steamship Antilles, and the vessel departed last night on her voyage to New York.

The crew of the ship, consisting of thirty-three, were engaged throughout the day in taking lighter freight from the rear hatch, this being the remainder of the cargo that had not been unloaded up to the time. The work was finished during the evening.

At the forward hatch, and in the hold, a big gang of men were busy strong cotton in the front end of the ship. In addition to the cotton, there was also put aboard a good batch of mixed cargo.

This morning, it is stated unofficially, there will arrive in the city half a hundred or more men from out-of-town points. But even with this addition to the force, the company will be entirely unable to cope with the situation, as the El Monte, from Baltimore, is waiting at the lower end of the wharf to be unloaded, and the Comus and El Albert, both from New York, are expected to arrive in port to-day, each with good-sized cargoes. A rather difficult condition will develop when these vessels reach here, as ordinarily it would take about \$60 men to unload them within proper time.

There was no disturbance of any kind at the wharf yesterday, and the strikers' pickets, who were driven away from the scene Saturday night, did not attempt to return. A force of eight patrolmen, headed by Corporal Stroebel, were kept on duty throughout the day and for a good part of the night, while an abundance of reserves were ready to respond instantly to a call for assistance should anything develop. The patrolmen on hand were as follows: Messrs. Clavin, Clifton, Grillot, Brady, Flannigan, Uhte, Yost and Smith.

An attempted assault by three strikers on a negro working at the wharf was reported yesterday as occurring Saturday night. The man was en route to his home from work, and upon reaching the corner of North Peters and Conti Streets he was approached by three strikers, and threatened, but escaped before he could be attacked. The names of the men supposed to have been guilty have been given to Officers Clavin and Clifton, who made the investigation, and they are expected to be captured shortly.

Agent E. E. Lamberton and others in charge of the wharf refused to discuss to situation yesterday afternoon. "I have nothing to say," he declared. He would not state the number of new men secured, nor would he confirm or deny the report that more help was expected to-day.

Officials connected with the wharf declare that the present strike of Southern Pacific men is a most unjust one. It is claimed that the men were treated with the greatest possible courtesy, that their every want was attended to, and that those who were recovering from injuries received on the dock were taken back to work and given small jobs to do, although their services might have not been really needed.