

BETS MADE ON QUICK SETTLEMENT OF STRIKE,

With Compromise of a Hundred and Eighty Bales as the Basis,

But Ship Agents Declare Rumor Baseless, as Fight Is for the Port's Parity With Hustling Rivals.

There was a strong rumor quietly circulating last evening that the Levee strike would be over before the week was out, and that a compromise would be effected on a 180-bale basis, and this rumor seemed to have some slight foundation, as earlier in the day certain members of the New Orleans Cotton Exchange were offering bets at 2 to 1 that the trouble would be over in forty-eight hours.

The peace rumor was whispered in Carondelet Street, where the ship agents and other business people affected by the strike usually hold forth, and while nobody could tell where the story had originated, everybody had heard it, and around the Cotton Exchange to closing up time there was nothing talked of except the wagers that had been proposed.

The Cotton Exchange members made their offers to wager odds on a settlement in two days on the floor of the Exchange, and their earnestness led many to believe that they had some inside information that the general public wouldn't get for some time, and that they knew what they were about in taking the long end of a bet on what looked like a losing proposition.

THE PEACE RUMORS

and the confidence of certain cotton men in offering to bet were the principal developments of yesterday, and aside from the uncertainties conveyed in the things whispered the strike situation was practically unchanged.

It was ascertained that the rumors were started from Gravier Street, where cotton factors and brokers for the most part have their offices, and one prominent labor leader, a conservative man, who is always opposed to strikes, furnished a coherent line which yielded some information.

The conservative was offering to wager a new hat with a well-known stevedore that the strike would be over before the week was out, and that all the union men would be back at work. The stevedore didn't see a chance for anything like a settlement, but did see how he might obtain his winter head piece without expense to himself, so he took the wager.

Certain large interests connected one way or another with the cotton business are being badly crippled; in fact, threatened with serious loss or ruin by the tie-up on the Levee, and according to the way the story was told, these interests have brought, or are preparing to bring, influence to bear on the situation, that will break the deadlock and get terms that the men will accept. The terms, it was said, would be stowing 180 bales, as a compromise between 160 and 200.

"There are certain interests affected by this strike," said a gentleman on the inside, "that are facing ruin, and take this as a tip, things are doing, and before the week is over, there will be no more trouble on the Levee, but everything will be calm and serene as a lovely summer day. The movement for peace is being crystallized to-day, but it will hardly have taken head before tomorrow, and then you can be on the lookout and have your ears open for the fluttering of the downy pinions of the Dove of Peace."

The gentleman further said that the members of the Cotton Exchange who were offering the liberal wagers had the inside information; they knew things ahead of the steamship agents and commercial bodies, and were anxious to lay all the money they could, as they felt the bet was a safe one.

In connection with the rumors, it was also stated around the Cotton Exchange that there had been a quiet meeting of some of the leading merchants and shippers earlier in the day, who had formed a plan to compromise the trouble. The compromise, the rumor had it, was to be the 180-bale proposition.

The rumors were for only what they were worth with the ship agents and stevedores.

"They are wagering 2 to 1 down on the floor of the Exchange that the strike will be over in forty-eight hours," a well-known agent was informed yesterday afternoon.

The agent looked up from the array of papers spread out on his desk and remarked in tones that implied no surprise: "Oh, those fellows will bet on anything!"

The agents shook their heads negatively when the 180-bale proposition was suggested to them, and had they been given to sudden fits of mirth they would have enjoyed the first hearty laugh the strike afforded anybody. They didn't laugh, only smiled grimly, and said that the fight they were waging was not for 180 bales, nor even for 200 bales, as they had first offered, but to put the port of New Orleans on a parity with Galveston.

NOTHING IN THOSE RUMORS.

said one leading ship agent, "and as for the strike being settled on a basis of 180 bales, that proposition is preposterous. We have long seen the hopelessness of continuing business under old conditions, and concluded months ago that, in justice to everybody, this port should be placed on a parity with Galveston."

"But we acted fair, not wishing to break off friendly relations with our men, and when we submitted a tariff to the screwmen, we did not ask them to stow from 300 to 360 bales a day, as they do in Galveston, but only that they stow 200 bales."

"How did they treat us? How did they treat the Exchange and commercial organizations' conference? We were forced into this fight, and when we saw that we had to spend our money to oppose the oppressive demands of the screwmen, we concluded to make the fight for Galveston conditions, and we are still unanimous in the stand taken."

The gentleman said further that there could be no settlement of the strike unless the screwmen agreed to go to work on terms that would put New Orleans on a parity with Galveston, her chief competitor.

A prominent stevedore spoken to said that while he was very anxious for the trouble to end, he could not see a chance for anything in the peace line bobbing up just now. The agents seemed determined and the men are all standing firm, and with neither side yielding an inch, how could a settlement be brought about? The stevedores admitted that the bosses were spending a fortune in fighting the strikers, but then, he said, they were all willing to put the money out, appreciating that the death grapple must come sooner or later.

While it is generally admitted that the agents and stevedores are spending a small fortune each day in conducting their campaign, it is also

said that the work of loading and discharging the vessels on the river front is progressing most satisfactorily, all statements to the contrary notwithstanding.

The strikebreakers as a whole are not perfect dock workers by any manner of means, and quite a few of them are opposed to work in any form. But then several hundred of them are able-bodied, willing men, and these, with the aid of the sailors, all of whom are up to their jobs, are able to get through with the work satisfactorily.

The ship agents and stevedores received no more men yesterday. It is said that there are enough already here to do the work of loading and discharging, aided by the ships' crews. If no cotton shipments increase with the aging of the season more men are needed, more will be brought here.

ORDERLY CONDUCT OF THE STRIKERS

is generally commented upon and commended. Not an act of violence has been committed, save the attack on the cotton float by infuriated negro women who sympathized with the strikers.

The union leaders have impressed upon the men that if they hope to win the fight they must remain law-abiding, peace-loving citizens, and the men have followed instructions to the letter, and have laid violent hands on no strikebreaker, although the opportunity to do so is theirs all day long.

The strikebreakers working ships on the Levee outside of Stuyvesant Docks have practically no protection from violence. There are thirty or forty policemen strung along the levee, from Mandeville Street to Louisiana Avenue, a stretch of several miles, and if the strikers cared to attack the nonunion men in force the police, no matter how brave or willing, would be small obstacle to them. This fact is generally appreciated, and therefore the mildness of the strikers is the more to be commended. It would take a small-sized army to protect strikebreakers in event of rioting, but the strikers declare there is to be no rioting, and it looks as though they intend to keep their pledge given to Mayor Behrman.

There were twenty or more strikebreakers put to work on the Coleman at the Celeste Street wharf yesterday, and while the men appeared willing enough in discharging the heavy freight, a half-dozen could not keep up the pace and dropped from exhaustion before the day was half consumed. As fast as the men gave up they were sent to a secluded part of the shed and allowed to recoup their strength by resting. Some of the weary ones were not playing possum, but others, it is thought, took their cue at the proper time and faked it, just to get a rest.

At the Market Street wharf, where Corporal Nides and a number of policemen are stationed, the Repallo is tied up, discharging freight with strikebreakers. Some alarm was occasioned among the strikebreakers on the Repallo yesterday by the appearance on the wharf of a number of the union men. The strikebreakers thought the unionists contemplated an attack, but such was not the case, as the strikers moved quietly away on the order of Corporal Nides and of the men called rascals. Some of the strikers from a distance, but names don't hurt, and the whole matter was of small consequence.

One young strikebreaker, at work on the Sandsend at Westwego loading staves, had a sad experience yesterday, and, according to his claim, \$120 in bills will make the voyage in the hold of the big vessel, but not as a part of her legitimate cargo.

The strikebreaker is a foreigner and hails from Vienna. He talks only jargon to two comrades who joined the Thiel rabble at St. Louis. He claims that he has always been saving, and by practicing the closest economy was able to amass \$120, which he had intended to use as a starter for a little business. The money he always carried with him in his belt, fearing to leave it aboard the bark Magdelene, where the strikebreakers are quartered, and yesterday when he was at the forward hatch of the Sandsend helping load staves he felt the money bulging under the folds of his loose shirt and stroked it affectionately. To his horror he found that the wad was loose from the belt and about to fall. Hastily reaching under his shirt, he took the money from its resting place and laid it on a pile of staves, intending to tighten the belt. As he did so the staves were suddenly toppled over into the hatch and the young foreigner, with wild eyes, saw his

WAD OF MONEY SHOOT DOWN

into the hold, pass through a crack, to find still another resting place beneath tons of freight.

The foreigner raised a dismal howl, and, rushing up the deck, swinging his arms as if distraught, called in broken English to the stevedore to stop the work, unload the hatch and get back his money. Tears were streaming down the young man's face, but although everybody sympathized with him, and only a few grinned at his sorrowful accident to his request, and so the money was lost. The man mattered to his companion that he felt like jumping into the river and ending it all, but he did not jump, and only sat apart by himself and sobbed out his grief over his bad fortune. Every attempt was made to recover the money, but investigation showed that the wad must have slipped through the staves to the bottom of the hatch.

The following notice, printed on yellow sheets of paper, was freely circulated in the cotton press and Levee districts yesterday: "All cotton yardmen and teamsters and loaders are requested to remain away from their former place of business. Under no circumstances interfere with those engaged in contemplated move to handle cotton. Remain at home." The notice is signed by Jacob Klundt, President of Cotton Yardmen No. 1; Isom G. Wynn, President of Cotton Yardmen No. 2, and David Norckam, President of the teamsters.

Mr. Klundt, who is one of the representative men of the Levee labor movement, said yesterday that the press owners and draymen could put all the nonunion men they cared to work, the strikers would never harm them. "We will win by peaceful means or not at all," said Mr. Klundt. Two floats were put to work yesterday moving cotton, but the drivers soon became frightened, although no one had threatened them, and quit work.

It is said that ten or fifteen men will be put to

WORK TO-DAY IN ONE OF THE BIG PRESSES.

and that in a few days a sufficient number of strikebreakers will be here to handle and move cotton to and from the levees.

A number of men are still sick aboard the bark Magdelene, where the strikebreakers are housed, but their ailment is only intestinal trouble from drinking Mississippi River water, and the physician in charge anticipates no bad results.

Negro laborers on the steamboat wharves near the head of Canal Street refused to reload 800 bales of cotton on the steamer America at any price. The cotton was brought down by the America and stowed on the wharf, but when it was seen that there was small chance of moving it, because of the strike, the owners telegraphed to have it returned to the boat and brought back to Vicksburg, where it would be compressed and shipped to Europe through some other port. Captain Conley offered the negro laborers 25 cents a bale to load the cotton on the America, but

the negro refused, saying that they would not load it for \$1 a bale. The screwmen's unions, white and colored, will hold a joint session this morning, and it was rumored that the meeting was to be held for the purpose of offering to stow 180 bales.

A FUNNY STORY.

With Police Reports Supplying More of the Humor.

The Mayor had a communication yesterday from W. W. Huck, of the New York and Porto Rico Steamship Company, concerning the attitude of his Company in the strike controversy. In the Mayor's letter were copies of letters sent to the screwmen, longshoremen, the Dock and Cotton Council and the Inspector of Police.

Mr. Huck wished to thank the Mayor on behalf of his Company for the concern he indicated for a settlement of the labor troubles and the hope that his efforts would eventually prevail.

In the letter addressed to the longshoremen Mr. Huck apprised that the steamer Arkadia was due to arrive on the 20th and load for Porto Rico, and would begin receiving yesterday. He said that in as much as there had never been any disagreement between the longshoremen and his Company—and hoped there never would be—he expected that when it came to the matter of loading his vessel there would be no call for interference. His Company, he said, had no interest in the cotton controversy and trusted that the business of his Company would not suffer because of it. He therefore hoped that when the cargo for the Arkadia was placed at the wharf it would be handled by the regular longshoremen, as heretofore.

The letter to the Inspector was that the Arkadia would begin receiving cargo at the Hospital Street wharf, and indicated that the cargo would have to be loaded by the longshoremen if they would, but by whatever labor could be secured in the event the regular men would not work.

The Mayor had a letter yesterday from the J. R. Saunders Company saying they were very much pleased with the attitude of the Mayor in the present strike controversy and assured him that they hoped to have opportunity of showing their appreciation in the future.

In reference to reports published in the morning papers to the effect that a number of women and boys had attacked and frightened off a nonunion driver, cut the harness and driven off the mules and removed the wheels from a cotton float at Pleasant and Laurel Streets Monday evening, Mayor Behrman had the following to say yesterday, after he had read the publications:

"It is regrettable in the extreme that some persons are industriously furnishing reporters with this kind of information. It may be that they find amusement in furnishing material for humorous writeups about bands of black amazons camping on the trail of nonunion drivers and attacking them, raising up a float loaded with cotton and removing the wheels therefrom; but I apprehend that they may have some other purpose in view, for they cannot fail to appreciate the danger of circulating such a groundless story. No reading public is unaware that such stories are false, and hence accept them as facts."

"Now, what happened was this: Sunday I met the boss draymen who proposed to move cotton on Monday to arrange details of mounted police for the teams which would be handled by nonunion drivers. There was no secret made of the proposed action. I publicly announced that I would furnish all protection available. For some reason Mr. W. H. Douglass, drayman for Messrs. Chas. W. Shepard & Co., did not ask for such protection and undertook to move cotton from the Southern Pacific cotton platform to the Creole Line, at the head of Eighth Street."

"Yesterday I received the following from Messrs. Shepard & Co.:

"Hon. Martin Behrman, Mayor City of New Orleans: Dear Sir—We have endeavored since Saturday to move some of our cotton from the Southern Pacific Railroad (cotton platform) to the Creole line at Eighth Street. We were able to secure the labor and the floats, we moved to Seventh and Annunciation Streets, where they were set upon by a mob, wheels removed from the drays and the harness literally cut in pieces. It is absolutely necessary for us to move this cotton at once to the Creole Line to comply with our contracts, and we most earnestly request that you give us ample protection at once, in order that we may fulfill our obligations. Owing to the seriousness of the situation we earnestly request your immediate attention, and, if possible, a reply by bearer. Yours very truly,

"CHAS. W. SHEPARD COTTON CO.,
By Chas. W. Shepard."

"As soon as I received this I sent for a member of the firm, and accompanied by him, I drove immediately to police headquarters. There we learned what had really taken place from the police reports. Mr. Shepard said his letter had been based only upon the report made him by Mr. Douglas. A police detail was then arranged for Mr. Shepard's team, and he left entirely satisfied with the arrangements, which would certainly have been made in advance had Mr. Douglas requested it in time, as other draymen had done. "Now, here are copies of the police reports:

"Sixth Precinct, Oct. 15, 1907.

"To E. S. Whitaker, Inspector of Police: I would report in addition to the report sent by telegraph from the station to your office at 9:10 p. m. yesterday, Monday, the 14th inst., relatives to the cotton floats of Mr. Wm. H. Douglas being stalled at Pleasant and Laurel Streets, that Corporal Edward Batheze, with Patrolman Giblin and Lampard, attended and helped Douglas' drivers this morning to extricate the floats, and had them hitched to the mules, and taken off. Patrolman Henry J. Lampard escorted them to the levee. There were no interference from strikers or others except the annoyance last night by women and children. They made no complaint to the officers of any harness being cut except one strap. The floats were hauled off this morning with the same harness the mules had last night. On discharging the floats at the levee, Douglas claimed two round bales were missed, marked Shepard, W. E. F. V. valued at \$30 each. "As to the missing bales it could not have been from the time this station was notified at about 5:45 last evening. Two of my officers watched the floats until 9 o'clock, until they were relieved by a Boylan man and Officer Charles H. Merritt, of this station, made frequent visits there during the night. Respectfully,

"PAUL COMAN,
"Captain Commanding.

"DAN CROWLEY, Clerk."

"Sixth Precinct, Oct. 14, 1907.

"E. S. Whitaker, Inspector: Corporal Edward Batheze reports that on Saturday, Oct. 12, inst., at the hour of 6 o'clock p. m., three mules attached to a float loaded with thirty bales of cotton, float owned by William H. Douglas, office 405 Decatur Street, got stalled in a sewerage hole at the corner of Ninth and Camp Streets, while on the way to the steamer Creole, lying at the head of Conti Street.

"The mules were taken out of the float and a Boylan officer placed there by Mr. Douglas to watch the cotton.

"At 10 o'clock this morning, Monday, Oct. 14, inst., the cotton was loaded onto another float in charge of a colored driver named Edward Bell and again got stalled at the Corner of Laurel and Pleasant

Streets, and at 5 o'clock this evening that float got stalled at the corner of Toludano and Laurel Streets.

"When a crowd of boys and women crowded around the negro, blaming him, he got frightened and ran away. Some of the boys drove the float into the gutter, against an electric light post and took one of the linch-pins out of the wheel.

"When this station was notified the Corporal and Patrolman Henry J. Lampard and Chas. Giblin hurried to the scene, but the parties had made their escape, and they were unable to get any information as to the guilty parties.

"Patrolman Chas. H. Merritt was ordered to keep a close watch on the cotton until such time as the Boylan officer arrives, who has been placed there to watch the cotton by Mr. Douglas. PAUL COMAN,
"Captain Commanding."