

LEVEE STRIKE SETTLED, WORK RESUMES TO-DAY.

Coal Wheelers and Illinois Central Freight Hand- lers Doubtful Elements in Situation,

But Mayor Behrman Urges That Nothing Be Permitted to Cloud Permanent Peace and the Port's Certain Supremacy.

After lasting exactly twenty days the general strike on the levee, the trouble which originated through the controversy between the ship agents and stevedores, on the one side, and the two screwmen's unions on the other, came to an end yesterday afternoon, what practically amounts to a temporary compromise being accepted, but a lasting peace is not altogether a certainty as the coal rollers troubles with the floating elevator companies still leave a dark cloud on the horizon, and there is likelihood of bickering between the Illinois Central Railroad and the freight handlers, who joined the sympathetic strike movement over the question of a three years' contract.

Those anxious for peace, and they were in the majority in the ranks of both armies, began early yesterday paving the way for a settlement, and Mr. W. P. Ross, Chairman of the Steamship Agents' Committee; Mr. M. J. Sanders, Mr. James Hendren, Mr. Alfred LeBlanc, Mr. Edward Nathan and others representing the leading steamship interests involved, were awaiting news from the joint screwmen's meetings, and ready to do all that they possibly could to bring the trying business to an end.

The joint screwmen's conference began at 10 o'clock in Screwmen's Hall, Exchange Alley and Bienville Street, and President James Byrnes was in the chair, with Secretary Thomas Harrison keeping the minutes. The letter of the ship agents to the Mayor, in which the agents agreed to an investigation of port charges of New Orleans by a committee of two or four representing each side, with an umpire, an unbiased man to be elected by the Mayor and the President of the Cotton Exchange, was taken up as the main business of the day.

The
**LETTER UPON WHICH A SETTLE-
MENT**

was finally reached was read by Secretary Harrison as follows:

New Orleans, Oct. 23, 1907.

Hon. Martin Behrman, Mayor, City of New Orleans: Dear Sir—I beg to acknowledge receipt of your communication of even date, inclosing communication from the Dock and Cotton Council; this has been submitted to the ship agents, and I am directed to reply as follows:

"The shipping interests are prepared to agree to a committee to investigate the port charges of New Orleans, the Committee to consist of two or four representatives, as you may determine, appointed by the steamship interests, and two or four appointed by the Screwmen's Association; the umpire, to be an impartial and unbiased man, to be selected by the Mayor and President of the Cotton Exchange, the Committee to be completed Nov. 1. All matters to be investigated to be brought before said Committee within ten days from date, which are necessary to put the port of New Orleans on a parity with Galveston, and their findings to be final. The said Committee to be empowered to exclude any matters brought to its notice for investigation which, in its opinion, are beyond its power to determine or enforce; the Committee to reach and promulgate their decision on all matters submitted to it promptly. The screwmen to return to work at once on a basis of hand-stowing 180 bales at \$26 pending settlement. The screwmen, agents and stevedores to properly bind themselves to carry out the decision of the Committee from date of the promulgation of same. Very respectfully,
WM. P. ROSS,
"Chairman Executive Committee."

The
SCREWMEN WERE IN DOUBT

as to that section of the letter which set forth that the Committee would be empowered to exclude any matters brought before it, which, in its opinion, were beyond its power to determine or enforce, but the matter appeared clear upon consideration and proved no barrier to the proceedings. The Screwmen next hesitated at the clause: "The Committee to be completed by Nov. 1," and "All matters to be investigated to be brought before the Committee within ten days from date." The letter was dated Oct. 23, and ten days from date would mean Nov. 2. They agreed that that was too short a time for the grave business in hand and held the question over for further consideration at the meeting of the Dock and Cotton Council, which was slated for 11 o'clock.

The Dock and Cotton Council assembled with all the delegates present, and President Byrnes in the chair and Secretary C. P. Beck at his desk. The Council looked with favor upon the proposition, but took the view of the screwmen that ten days from date was too short a time for all matters to be prepared and submitted to the Committee.

The Council drew up the following letter, asking for explanations, and forwarded it to Mayor Behrman, who was waiting at the City Hall for development:

"Hall Dock and Cotton Council,

"New Orleans, Oct. 24, 1907.

"Hon. Martin Behrman, Mayor

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LEVÉE STRIKE SETTLED

Continued From First Page.

City of New Orleans: Dear Sir—We beg to acknowledge receipt of communication of date Oct. 23, 1907, addressed to you from William P. Ross, Chairman Executive Committee. In reply thereto we beg to state that the same has been accepted.

In order that there shall be no misunderstanding, we beg to call your attention to the following therein: "All matters to be investigated to be brought before the Committee within ten days from date which are necessary to put the port of New Orleans on a parity with Galveston, and their findings to be final."

"We understand the condition to mean all the matters intended to be investigated shall be brought before the Committee within ten days from its completion, namely, Nov. 1, and that the Committee go into session and do any and all things which might, in the opinion of the Committee, be necessary for a full investigation of all charges affecting the port of New Orleans. Trusting that this will be satisfactory, we beg to remain, yours very truly,

"JAMES BYRNES, President; "C. P. Beck, Recording Secretary."

Mayor Behrman read the letter and at once forwarded it to Mr. Ross. Mr. Ross and the other agents were awaiting news, and promptly gave THE DESIRED INFORMATION in the following communication, which was dispatched to the City Hall:

"New Orleans, Oct. 24, 1907.

"Hon. Martin Behrman, Mayor City of New Orleans: Dear Sir—I am in receipt of communication addressed to you from the Dock and Cotton Council, from which it is understood that all conditions in our letter to you of yesterday are accepted, and, therefore, agree to extend the time to Nov. 1 for bringing all matters before the Committee for investigation, and I am prepared to sign the necessary agreement. Very respectfully,

"W. P. ROSS, Chairman Executive Committee."

The Mayor sent the agent's letter to the Screwmen's Hall, where the members of the Dock and Cotton Council were waiting to reassemble. The letter reached the Mayor at 2 o'clock in the afternoon, and twenty minutes later it was in the hands of the Council's Committee.

The Council went into session at 3 o'clock, and while the weighty deliberations were going on upstairs in the Screwmen's Hall the rank and file of the unions, whites and blacks, were down in Exchange Alley awaiting news and confidently hoping for the best. The Council was in session for nearly an hour, and the news came downstairs from one of the open windows that everything was all right, and that the AGENTS' PROPOSITION WAS ACCEPTED.

There was no cheering, but satisfied expressions were heard on all sides, and the crowd, slowly dispersing, moved up Exchange Alley and Royal Street, showing a relieved, happy mood.

The coal wheelers' troubles, which had their beginning on Sept. 1, came up for consideration at the Council meeting. The coal wheelers made demands late in August for their old rate of \$4 a day, and recognition of the union. After many conferences had been held the men signed up with the coal merchants who load ships with wheel barrows, but the agents owning the floating coal elevators, while being willing to take the union pay, and require only one union work day of the men, refused to recognize the union. They never have recognized the union, and the elevators have been operated by thirty-six nonunion negroes. In the more serious trouble of the screwmen the coal rollers' troubles were but slight of, but they bobbed up serenely enough yesterday, like a gaunt specter waving back peace.

President Persol, of the coal rollers, urged the claim of his band, and said that the unions of the Dock and Cotton Council would have to support them or be recant to their principles. Persol did not express it exactly that way, but his words conveyed that meaning.

Before acting on the matter President Byrnes and representatives of the Dock and Cotton Council called on Mayor Behrman and apprised him that there was an unforeseen contingency which they would like to explain to His Honor and have his views in the premises. Mr. Byrnes stated that there were thirty-six coal passers employed on some of the vessels which the screwmen and longshoremen would have to work in to-day. These coal passers were nonunion men, and it would not be possible for the screwmen or others to work with them unless they were made union men. Mr. Byrnes said he was not asking for the discharge of the coal passers now at work, but would go ahead pending the unionizing of the men in question. There was no question, he said, with reference to the coal passers as to wages or hours; in fact, nothing but that they were nonunion men, and union men were prohibited from working with them.

The Mayor said that he did not propose to let THIRTY-SIX MEN STAND IN THE WAY

of the settlement of the levee strike; whether they were unionized or not, they should not stand in the way, and whoever was responsible for their standing in the way would be called to an accounting before the whole people in the most emphatic manner he could command.

The Council members were wisely concluded that it would be out of the question to allow the coal wheelers' difficulties with the coal elevators to stand in the way of peace, and instead of taking precipitate action, they decided to let the matter stand for a week, and in the meantime committees would be put to work in an endeavor to unionize the thirty-six negroes. The Council members stated that they had Mayor Behrman's promise that he would do everything possible to help in the settlement of the coal wheelers' difficulties.

Before the Council adjourned resolutions were passed extending thanks to the Central Trades and Labor Council, the Teamsters Joint Council, the United Labor Council, the Central Labor Union, Oscar Ameringer, representative of the International Brewery Workers, and the editor of the Labor World, and Patrick McGill, Southern Representative of the International Brotherhood of Teamsters, for services rendered during the strike. A special resolution of thanks to Mayor Behrman for his splendid services will be passed to-day.

President Byrnes said after the meeting yesterday that Mayor Behrman had proven himself the friend of both sides in the controversy, and that his services were highly appreciated by the unions. Mr. Byrnes appeared gratified that the trouble was over, and said that he felt sure that he could readily adjust the coal wheelers' business with very little difficulty. While the coal wheelers' affair is being adjusted the union men will work on the ships that are being coaled by the nonunion

Before the delegation of screwmen sent to the City Hall to apprise the Mayor of the coal wheelers' diffi-

culty departed, Thomas Harrison, Secretary of the Screwmen's Association, stepped up to Mr. Behrman's desk and heartily

THANKED THE CITY'S CHIEF EXECUTIVE

In behalf of the screwmen for his kindly offices as exercised in the settlement of the strike.

Mr. Ross, Mr. Sanders, Mr. LeBlanc, Mr. Hendren and Mr. Nathan, the principal ship agents, waited in Mr. Ross' office yesterday afternoon from 4 o'clock until nearly 6 for delegates from the unions to appear to sign the contract. Mr. Ross several times communicated with Mayor Behrman by telephone, and the Mayor himself, it appears, was waiting for word from the labor contingent.

The agents unofficially discussed the strike among themselves, and all seemed hopeful of a long and satisfactory peace. Both sides, from expressions made, are anxious for investigation, and while the men think that they will not be required to stow more than 180 bales at the most, the agents expect, with a fair committee and an unbiased umpire, to get full parity with Galveston, which they hold will be 240 bales to the gang. The men have easily stowed that amount before for extra pay, the contention is, and it is held that they could stow 300 or even 800 if they wanted to, and that in the usual working term.

At 5:30 o'clock Mayor Behrman's messenger reached Mr. Ross' office with the following letter:

City Hall, Oct. 24, 1907.

William P. Ross, Esq., Chairman Executive Committee, Ship Agents and Stevedores, City: Dear Sir—I transmit herewith communication from the Dock and Cotton Council just handed to me. Hitherto in the transmission of these communications, I have refrained from comment, criticism or suggestion of any kind. In this instance, however, permit me to state to you that the understanding now is that work on the levee front is to be resumed in the morning, as the men have been ordered to report for work. With best wishes, I am, very truly yours,

MARTIN BEHRMAN, Mayor.

The enclosed communication from the Dock and Cotton Council was as follows:

New Orleans, La., Oct. 24, 1907.

Hon. Martin Behrman, Mayor, City Hall, City: Dear Sir—We beg to acknowledge receipt of yours of even date, containing letter from William P. Ross, Chairman, in reference to our acceptance of his proposition of yesterday, and we note what he says regarding the agreement to be signed.

It is our opinion that all of the correspondence heretofore had between the parties to this contest has resulted in as binding an agreement as it is possible to make, and we hesitate at having another agreement drawn up which might be the cause of some quibbling or misunderstanding of what was intended. If, however, you think that a formal agreement is necessary, we would draw it up as being neutral between the parties, and which we are satisfied will avoid a situation as above suggested.

You will appreciate the fact that we are possibly imposing on you to ask you to do this, but we know that you will understand our interests in not having the matter reopened after everything has been agreed upon. We would be obliged, therefore, if you would give the matter your consideration, and would we do not think that any other writing is necessary to bind the parties, we will leave it to your good judgment with the expectation that you will undertake to draft an agreement if you deem it necessary. Appreciating your kind efforts in this matter, we beg to remain, yours truly,

DOCK AND COTTON COUNCIL.

Per JAMES BYRNES, President. C. P. BECK, Rec. Sec.

The AGENTS HAD PREPARED A CONTRACT

Based on the agreements proposed in the letters which recently passed back and forth between their Committee and the Dock and Cotton Council, and the paper was all ready for the signatures of the employers and the men when the above communication was received.

Some of the agents were for insisting upon a contract, but Mr. Ross thought that the communications were binding, and the matter will stand until the employers consult with their attorney.

Mr. Ross, when spoken to, stated that the agents had not as yet considered the appointing of their representatives on the Investigating Committee. The matter will be attended to in ample time. President Byrnes, spoken to in the same connection, said that the Dock and Cotton Council would choose its Committee in a few days. According to the terms of the agreement each side can have either two or four representatives. The screwmen have decided upon naming four, two members of the white organization and two from the negro Union.

If the Illinois Central Railroad attempts to carry out the programme arranged last night there will doubtless be a recurrence of the trouble all along the line this morning. The Illinois Central's freight handlers, numbering 1,100, went out on a general strike with the screwmen, and their places were partially filled by strikebreakers furnished by the Thiel Agency, of St. Louis.

It was stated last night that the road would not take its freight handlers back unless they agreed to sign a contract reaching to 1910. The contract that the road proposes is the one signed in July, 1906, and which is to expire in July, 1908. Terminal Superintendent C. M. Dunn stated, when questioned regarding the controversy, that the Illinois Central Railroad was always opposed to strikes, and that it was desired that the men sign the three years' contract only in the interest of peace.

Mayor Behrman expressed surprise when told that the Illinois Central would take its men back only on conditions, and said that he had had the promise both of Mr. Dunn and Mr. Hunter C. Leake that the ROAD WOULD NOT STAND IN THE WAY

of peace. If the strikebreakers are put to work on the Stuyvesant docks again to-day the screwmen, the longshoremen, the teamsters and other unions in the Dock and Cotton Council will refuse to work, and as there are many ships at the docks, things will be "up in the air again," to use a slang term.

The ship agents wanted a three years contract with the men, but the life of the contract is now to be left for the investigating committee to decide. It was ordered last evening that all the strikers, nearly 11,000 of them, including the longshoremen, the screwmen, the freight handlers, the teamsters, the cotton yardmen, the staveyard unions, the scute hands, the coal rollers and the cotton markers and inspectors, go back to work this morning at 7 o'clock, instead of at 1 o'clock, as was at first intended.

The ship agents decided last evening to keep their strikebreakers handy for a week or so until peace was really assured. The men will be housed on the Magdelene, and will not be allowed ashore for fear there may be trouble between them and the unionists.

The Illinois Central received fifty-two more strikebreakers yesterday, and two hundred were stopped at Hammond.

Mike Huley, the caretaker of the screwmen's hall, will now be in a position to get a hair cut and a shave. Mike is a man old in years, but still hale and hearty, and he is so thoroughly the union man that like a knight of old making a vow while out to advance the beauty of his lady love, he swore not to get a haircut or a shave until the strike was over.

Mike had a fine crop of white whiskers on his chin yesterday, and his glossy gray hair was attaining Rip Van Winkle proportions. The first thing this morning Mike will engage the attentions of a tonsorial artist for a while.

Both parties to the controversy now recognize the fact that JOHN CLAPK, COTTON FACTOR,

and member of the firm of Hayward, Vick & Clark, was the man who stepped in at the critical moment Wednesday evening and put the

matter so strongly before the ship agents that there was a yielding on one of the points on which there was a disposition not to yield and Mr. Clark was the bearer in person of the communication from Mr. Ross to the Mayor, which did the business.

Others who worked hard for a settlement and did much to bring the men to terms were John B. Honor and Frank B. Thriffley, the well-known stevedores.