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MINNESOTA HISTORICAL SOCIETY.

SOME GAINS MADE BY STEEL STRIKERS

Their Movement Only Partially Successful, as a Number of Mills Are in Operation, Though Shorthanded.

Perfect Order Prevails Thus Far---Strikers Issue an Appeal to the Public for Financial Aid.

Pittsburg, Aug. 12.—The strikers made gains to-day at McKeesport and Bellaire and regard the situation as more favorable to them than yesterday. At the former place they won the National rolling mill of the National Tube company. The men of the Boston Rolling mill joined the strike, but an impression had been created that the National would not go out. The tube works at McKeesport were started as usual to-day, but it is not clear how long they can be kept going. McKeesport has been developed into a stronghold of the Amalgamated association and the strike leaders assert that they are completely in control of the situation. At Bellaire, more men of the National Steel company cast their fortunes with the strikers and it is believed that the plant will have to close down. It was admitted by steel officials that the strikers had made material gains there and that the mill would probably be closed down temporarily.

The strikers claim that they will completely tie up the Riverside and other plants in the Wheeling district. The Riverside plate mill of the National Tube company was prepared for work this morning, but none of the men appeared at the works when the time for starting the works came. Officers of the Amalgamated are at work among the men and have plans for forming an Amalgamated lodge to-night.

Plants That Are Running.

The trouble anticipated at Monessen this morning did not come and the large plant of the American Tin Plate company there is in full operation to-day. Both sides claim control. The strike leaders planned to call the men out this morning, but at the last moment refrained from doing so. They say that they will act later, while the officers of the company say that their position is quite secure and that the plant will not be affected during the present difficulty.

The Farm mill at the Lindsay and McCutcheon plant, which was operated last week with a nonunion crew, made a wavering start this morning and is in operation, although short handed. The Republic Iron Works is tied up and the fires started this morning in anticipation of resumption are banked. Painters mill, closed on the first call, is still smokeless. The steel people have planned its reopening for several days, but as far as outward appearances show, have done nothing.

The men of the Elba or Frankstown puddling and rolling mills have all joined the strikers and the works are completely crippled. All of the Carnegie properties and the mills of the American Sheet Steel company at Vandegrift, Apollo, Leechburg and Saltsburg, are in operation to-day and the manufacturers assert that there will not be the slightest trouble at any of them.

Reports from all the strike centers indicate that perfect order prevails, but it is believed here that clashes are inevitable at the more turbulent places when attempts are made to put nonunion men on where the strikers have quit.

Appeal for Financial Aid.

Secretary Williams of the Amalgamated association said.

We are in a fight until an honorable settlement can be reached. We are issuing a call to the general public for financial aid. It will go out to-day.

The call reads as follows:

To the Members of Organized Labor—Brethren: As you are undoubtedly aware, the United States Steel corporation is now waging a war against organized labor by making the Amalgamated Association the object on which to begin operations. At our last convention it was unanimously decided to ask the United States Steel corporation, when settling their annual scale with the Amalgamated Association, that they sign or recognize the scale of the Amalgamated Association in all their mills. When the matter was broached, the matter was peremptorily refused. After the holding of several conferences, the demand of our association was modified so as to take in only the mills of only three of their constituent companies—namely: The American Sheet Steel company, the American Tin Plate company and the American Steel Hoop company, where local lodges had been formed, and where the men were very desirous of being union men and were now out on strike for recognition.

In the conferences which were held by the representatives of the United States Steel corporation and the Amalgamated Association, the representatives of the United States Steel companies' only arguments were that they did not desire the Amalgamated Association to become too powerful and they should hold the balance of power. Later conferences were held with the heads of the United States Steel company, who submitted a proposition that we only sign for the mills signed last year, with the exception of the sheet mills in Saltsburg and Scottdale, which were signed for the year previously. Their proposition was rejected, as it meant that the Amalgamated Association would merely have to remain in a quiescent state, while they were expanding and adding to their nonunion possessions.

> They are waging a fight for the extermination of the Amalgamated Association and denial of the right for workingmen to combine. A principle which they have demonstrated to the people of the United States they desire themselves, but persistently refuse to grant us. This blow is not alone directed at the Amalgamated Association, but at organized labor in general, and should they succeed in defeating the Amalgamated Association, it will affect every organized body in the United States.

To succed in this struggle, it will be necessary to seek the aid of every organized body as well as the public, whose sympathy we know is with us in this struggle.

To this end we ask that you give us your more than financial aid. A liberal response financially will materially assist us in conducting a victorious campaign for a principle which is the inalienable right of every American freeman. If you desire to aid the Amalgamated Association in the present struggle financially, all money should be forwarded to John Williams, secretary-treasurer, Bissell block, Pittsburg, Pa. Fraternally yours,

—T. J. Shaffer, President.
—John Williams, Secretary-Treasurer.
—M. F. Tigh, Assistant Secretary.
—Ben L. Davis, Journal Manager.

"Slave Pens of the Trust."

President Shaffer made this brief statement at noon:

We have no official information about the situation in the west. I do not believe Vice President Davis in Chicago has accepted a superintendency from the trust, as reported. My only regret is that some men working in the slave pens of the trust had not spirit enough to come out and join the strikers. I will not take any part in calling out the American Federation of Labor. Its action must be voluntary. The Amalgamated has not lost anything, but has made gains.

Secretary Williams said:

I think the greatest surprise of the strike will come to the steel officials when they find we have invaded the Carnegie plant. We have reliable reports that the lower city mill is tied up and that but one mill in the upper mill is on. We have not made known our plans and still have some surprises for the manufacturers.

The men of the sheet and tin plate plant at Cambridge, Ohio, 600 in number have gone out.

OFFERS TO ARBITRATE

President Shaffer Is Willing to Settle Differences Thus.

Pittsburg, Aug. 12.—The strike order of the Amalgamated association went into effect Saturday evening. In a speech at Newcastle, President Schaffer said:

In our willingness to settle the matter, we are ready to arbitrate. Let the Amalgamated Association select one man and let the trust select one, the two to select the third. We will abide by the decision of the three. I wish this to be generally known.

On Friday an offer to arbitrate was formally submitted to the United States Steel corporation. The offer was made to J. Pierpont Morgan, whose reply rejecting it was: "This is no time for arbitration."

When the strike edict of the Amalgamated association went into effect every mill of the National Steel company, the Federal Steel company, and the National Tube company, became non-union. Upon the entrance of all the mills was posted this notice:

"Notice—This mill will start non-union Monday morning."

The reports of the officials of the steel corporation showed that South Chicago, Joliet and Bayview, at Milwaukee, had voted to stay in; that the Ohio works of the National Steel company at Youngstown and the King, Gilbert & Warner plant of the National Steel company at Columbus had resumed without trouble; that the Homestead, Edgar Thompson, Duequesne, Upper and Lower Union and Howard Axle works of the Carnegie group, employing more than 15,000 men, had resumed work without trouble; that the convering and blooming mills of the National Tube company at McKeesport had started without difficulty and that Bellaire had been only partially crippled.

They were also advised that the men of the Boston Rolling mills at McKeesport had notified the National Tube company that they would go out and that, while the National Tube plant at McKeesport would be started many men would go out. They were also notified that their Wheeling plants were crippled, and that it was uncertain what would be done there.

According to a conservative estimate it is believed that the refusal of the steel workers at Chicago, Joliet and Milwaukee to obey President Shaffer's general strike order will reduce the number of new strikers to about 8,000, distributed as follows:

National Steel—Newcastle, 2,000; Mingo Junction, 1,500. Total, 3,500.

Idle annual tonnage of these plants, 800,000 tons.

National Tube—Boston Rolling Mill, 425; Elba Iron Works, 960; Republic Iron Works, 1,510; Riverside Iron and Tube Works, 1,200. Total, 4,095.

Idle annual tonnage, 291,500 tons.

SIX THOUSAND MORE

Attempt May Be Made to Call Out American Steel Co. Men.

Cleveland, Aug. 12.—At the plants of the United States Steel corporation that were closed as a result of President Shaffer's first strike order, all was quiet today. At the Crescent plant of the American Tin Plate company a large force of carpenters is at work on the building being erected inside the high fence which surrounds the mill, to be used as a boarding-house for the nonunion men. The management announced to-day that the mill will be started possibly by to-morrow or Wednesday. The Amalgamated people are watching developments at this point very closely, as it will no doubt prove to be the storm center of the struggle in Cleveland. A party of twelve or fifteen colored men arrived here to-day from the south. It is said these men will go to work in the tin plate mill.

Vice President Ward of the Amalgamated association reiterated the statement to-day and unless the strike is soon settled, an effort will be made to bring out all the men employed in the mills of the American Steel company in this city, which have as yet not been affected. These mills employ about 6,000 men.

Steel Corporation Lawful.

Indianapolis, Aug. 12.—The proposition to enforce the antitrust law of the last legislature against the United States Steel Corporation has called forth a statement from the attorney general's office in which it is declared that the law recognizes the right of the United States Steel Corporation to exist, just as it does the right of any college or church, or any ordinary manufacturing company or railroad corporation, and it is declared that combinations of capital in the form of ordinary corporations are not legally trusts, and such corporations are not in themselves unlawful.

Two Million Men.

Indianapolis, Aug. 12.—The call of the national executive committee of the United Union Workers on President Gompers, of the American Federation of Labor, to convene a council of the presidents and secretaries of the various national and international unions affiliated with the organization, to devise plans for assisting the Amalgamated Association in its struggle, will, if acted upon, affect eighty-four national organizations, with a membership of 2,000,000 workmen. It is believed Mr. Gompers will issue the call

ATTACKING STEEL TRUST

Plan of Campaign of Labor Organizations.

MONNETT TO THE FORE

Attempt to Enforce the Anti-Trust Laws of Ohio.

APPLYING TO ATTY. GEN. KNOX

Fight to Be Made the Occasion of a General Movement Against the Trusts.

From The Journal Bureau, Room 45, Post Building, Washington.

Washington, Aug. 12.—The movement of the labor forces of the country to compel the co-operation of Attorney General Knox with the legal authorities of Ohio in the settlement of the steel strike in Pennsylvania and Ohio, marks a radical departure from the old-time methods of strike management. Fortunately for the purpose of the labor people, the Ohio anti-trust statute is the most rigorous that there is in the country. It will admit of almost any kind of proceedings against organized capital.

Frank S. Monnett, when attorney general of Ohio, drafted the law, and saw it through the legislature. On account of the study he has given the trust question, he is probably the highest authority in the country on the rights of labor as related to the trust power. So careful was he in the drafting of the Ohio law that he foresaw a situation very similar to that which is now said to exist there. He provided in the law that in the event of the refusal or failure of the attorney general of the state to begin prosecutions under it, it should be the duty of the several county attorneys of the state to take the question up, and that when they, or any one of them, should do so, their actions should have the same weight that would have attended action by the attorney general. At present it is said that the attorney general of Ohio is not in sympathy with the movement that is to be put under way there looking to the arrest and imprisonment of officials of the steel trust for alleged violations of the state anti-trust law. On the assumption that he will refuse to prosecute when requested to do so, arrangements have been made through Mr. Monnett with several county attorneys, each of whom has said that he would cheerfully undertake to enforce the law.

As an aid to the officials of Ohio in their effort to suppress the steel trust and thus win for organized labor the battle that is now raging between the steel workers of Pittsburg and neighboring cities and the trust, the aid of Attorney General Knox, and through him of the powerful machinery of the general government, is desired. It is at this point that H. B. Martin, late of Minneapolis, a well known labor leader, comes into the story. After conferring with Samuel Gompers and other officials of the American Federation of Labor, whose headquarters are in Washington, and with the leading officers of the American Anti-Trust League, whose secretary he is, Mr. Martin called a meeting in Washington last Friday, at which about fifty people were present, representing numerous branches of organized labor and various associations which are hostile to the growing power of capital. To this meeting Mr. Martin stated his position. He said that a splendid opportunity was now offered all enemies of the trust to help the Pennsylvania and Ohio strikers, and incidentally to get into the courts with the question of whether existing laws were equal to the task of controlling the trusts. He suggested that an organization be formed at once for the purpose of co-operating with the strikers in every possible way, and that a committee be appointed with full power to act in all matters that might come up. The meeting agreed with everything which Mr. Martin said, and the committee was named, with himself at its chairman.

Friday and Saturday of last week this committee was busy organizing. Then it employed counsel in Washington and arranged for a plan of campaign to bring the attorney general of the United States into line with the anti-trust movement. Martin was in frequent communication with former Attorney General Monnett of Ohio by wire, and finally arranged that Monnett should come here for the purpose of heading the committee when it should visit the attorney general, to-day or to-morrow, and making the principal speech.

It will be claimed by this committee that the steel trust is criminally violating the laws of the land, both state and national, and that it is the duty of the federal government to co-operate with state authorities everywhere in an affort to punish it. There will be no threats or intimation of threats at this interview. The attorney general will be left free to make up his mind without pressure of any kind. Under the Sherman anti-trust law, proceedings are discretionary with the attorney general. If, as is expected by Mr. Martin and his coworkers, the attorney general declines

Continued on Second Page.

CADILLAC LOSES

Light Breeze Just the Thing for the Canadian Yacht.

Chicago, Aug. 12.—In the second race for the international championship, Invader, the Canadian yacht, defeated Cadillac. Invader crossed the line at 2:08:30 p. m. Cadillac crossed five minutes and five seconds later. Invader at one time led Cadillac by over a mile. The wind was light, which proved an advantage to Invader.

The race sailed was nine miles to windward and return. The judges' astonishing announcement last night that Cadillac might increase its jib by nearly 100 square feet and lengthen its spinnaker boom nearly four and a half feet caused quite a commotion. It was argued that the advantages thus gained made it almost certain Cadillac would win three races. Some of the Canadian yachtmen criticised the work of Measurer Cothrell. The increase in the base of Cadillac's fore-triangle is computed to increase the yacht's racing length between three and four inches. Veteran yachtsmen declare such a procedure is unprecedented in the history of international cup racing, and they say only two explanations are possible—that the measurer made a great blunder in his measurement of the defender or the challenger measures over the prescribed lists. The officials gave out a set of measurements making each boat exactly thirty-five feet racing length.

FLOUR ON FREE LIST IN CHINA

Draft of the Final Protocol Is Agreed Upon by the Ministers of the Powers at Peking.

Besides Flour, the Free List Includes Cereals—Tariff of 5 Per Cent Ad Valorem in Two Months.

Washington, Aug. 12.—The state department has received a cablegram from Mr. Rockhill, at Peking, reporting that the draft of the final protocol has been agreed upon. A tariff of 5 per cent ad valorem, will be put in force two months after the signing of the final protocol, excepting on goods shipped within ten days after signing, and will continue until the conversion to specific rates has been effected by the expert commission. The Chinese free list will include rice, foreign cereals and flour, gold and silver bullion and coin.

This inclusion of flour in the free list is of much importance, particularly to Pacific coast shippers.

Wheat and Corn Go Up

Chicago, Aug. 12.—Under pressure from the extremely pessimistic government crop report the grain markets in this city to-day experienced an excited opening and prices of all three leading cereals soared upward. Wheat for September delivery took a jump of 2c, touching 73½c during the first few minutes' trading. Corn was even stronger and showed a gain of 3c. Oats advanced 1⅛@1¼c. Only those who had profits in sight seemed willing to sell during the early hours.

New York, Aug. 12.—Bullish government crop reports on wheat and corn aroused speculative bull interests in grain again to-day and sent prices up to the highest figures this season, 64c for September corn and 78⅞c for wheat, representing 2c advance over Saturday's regular close. In each market trading excitement reached its height during the first ten minutes, when brokers were fairly overwhelmed with buying orders from country points. Subsequent realizing broke corn ½c, but wheat continued to gain strength all the forenoon. Cables were active and higher.

PEACE.

No, Cuba Has Not Been Attacked Again by Old Spain—The Island Is Simply Preparing for a Presidential Election.

HOW THE RAILROADS OVERTAX MINNEAPOLIS

Some Astonishing but Well Verified Figures on What Freight Rate Discrimination Costs This City Annually.

We Pay a Million Dollars a Year More for Unjust Freight Charges Than for All City Taxes.

> The annual railway freight bill on goods hauled in and out of Minneapolis is approximately $24,000,000—and of this amount not less than $4,000,000 is discrimination pure and simple.
>
> That is to say, the arbitrary tax of freight discrimination against the traffic in and out of Minneapolis reaches the enormous total of $4,000,000 per annum, which is greater than the entire direct tax budget of Minneapolis for city, county, state and school purposes.

To be more explicit, a 25-mill tax rate upon an assessed valuation of about $120,000,000, which produces a public revenue of $3,000,000, is ample to take care of all our public requirements for general taxation, including the city government and the city schools, library and parks, the county government, and our pro rata share for the support of the state government and the state schools and university. But the railways centering in Minneapolis—the Chicago roads being the principal offenders, and the "Omaha" or "North-Western" foremost of all—levy upon Minneapolis freight, over and above the rates charged for like freight from Chicago or St. Louis or within the state of Iowa, an arbitrary and unlawful tax of $4,000,000.

The comparison in brief stands thus:

Minneapolis pays for government	$3,000,000 per annum
Minneapolis pays for freight extortion	$4,000,000 per annum
Excess for freight extortion	$1,000,000 per annum

Tax of freight discrimination is 25 per cent heavier than legal taxes.

FACTS IN DEMONSTRATION

In and out of Minneapolis there are hauled in a year about 480,000 carloads of freight. The avereage freight revenue per car is commonly quoted at $50, or $24,000,000 as the aggregate annual freight bill for all Minneapolis recipts and shipments.

Can it be demonstrated that the freight discrimination against Minneapolis, as compared with Chicago, St. Louis or Iowa, amounts on the average, to over $8 per car, or over 16 per cent of the total freight charge? That is the practical proposition which requires demonstration; and facts sufficient stand readily accessible.

Upwards of $1,000,000 of the freight discrimination tax can be charged off on grain receipts alone. Minneapolis last year received over 83,000,000 bushels of wheat and enough coarse grain to bring the total grain receipts up to 112,000,000 bushels. Grain receipts at Minneapolis pay 1c to 5c per bushel higher freight charges than grain for the same distance into Chicago. But at only 1c per bushel discrimination, the aggregate upon 112,000,000 bushels amounts to $1,120,000 as the freight extortion tax borne by the producers and consumers of the 125,000 carloads of grain received in Minneapolis in a year.

It is known that Minneapolis lumber pays higher freight charges than Chicago lumber receipts and shipments, and on a total of about 500,000,000 feet received and shipped at Minneapolis, or upwards of 40,000 carloads in the aggregate, the discrimination foots up several hundred thousand dollars. But the remaining $3,000,000 of freight discrimination can be accounted for without considering the case of lumber at all. For the sake of argument, it may be assumed, also, that there is no occasion for complaint in the case of flour, millstuffs, coal, wood, linseed oil, oil cake, petroleum, dressed meat, salt, iron, railroad material, etc., although the big tonnage of these heavy products doubtless suffers more or less from freight discrimination in the twin cities as compared with Chicago.

In short, entirely outside of the above freight classes, merchandise alone will account for something like $3,000,000 of freight discrimination.

THREE-MILLION TAX ON MERCHANDISE

Minneapolis jobbers, retailers and manufacturers, and local consumers, including all lines of general merchandise, together with agricultural implements, furniture, fruit and produce, received by rail last year almost exactly 1,000,000,000 pounds of freight, largely first-class. The shipments of the various merchandise lines also

> Ten well-known northwestern towns in the twin city jobbing territory, within a radius of 100 to 250 miles of Minneapolis—namely, Aberdeen and Andover, S. D., Mason City and Britt, Ia., Heron Lake, Marshall, Montevideo, Rushford, Wells and Winona, Minn.—are distant from Minneapolis on the average 34 per cent of the distance from Chicago; but their average railway rate on first-class merchandise is 68 per cent of the Chicago rate. That is to say, for a little over one-third of the Chicago distance they are charged over two-thirds of the Chicago rate in their traffic with the twin cities.
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> Freight charges per ton per mile from Minneapolis to these points average, on first-class merchandise, 6.5c, as compared with 3.4c from Chicago; and on fourth-class, 3c from Minneapolis, as compared with 1.5c from Chicago. And this is within twin city jobbing territory.

approximated 1,000,000,000 pounds. In other words, combined merchandise receipts and shipments at Minneapolis approximate 20,000,000 hundred-weight per annum.

What is the amount of freight discrimination against this 20,000,000 hundred-weight of Minneapolis merchandise, as compared with the rates charged Chicago, St. Louis or Iowa? It is apparent that to produce a total freight discrimination tax of $3,000,000, the discrimination per hundred pounds would average 15 cents. Will it reach that? Let us see; and as a basis for arriving at the percentage of discrimination let us make three comparisons in the matter of merchandise rates:

First—The comparative through rates from New England to the Mississippi river at, respectively, Minneapolis and St. Louis.

Second—the comparative rates between Minneapolis and Chicago to points in the twin city jobbing territory.

Third—A comparison between Minnesota and Iowa merchandise rates over the same Chicago roads.

These three comparisons ought to yield a fair basis for computing the percentage of freight discrimination, if there be any, against twin city traffic and twin city merchants and manufacturers.

THROUGH RATE TO MINNEAPOLIS AND ST. LOUIS

Minneapolis and St. Louis are located on the Mississippi at practically equal distances from the New England factories at which the merchants of the two cities get their goods. So far as concerns the all-rail haul, through rates from the North Atlantic seaboard to these two Mississippi river towns should be the same. But, as the rail rates are governed by the lake rates, or by lake-and-rail rates, from New England, Minneapolis should possess a marked advantage over St. Louis, as the latter is nearly twice as far distant from Chicago on Lake Michigan as Minneapolis is from Duluth or Lake Superior. Lake routes give Minneapolis 120 miles advantage over St. Louis on through freight from New England. Certainly, then, if there is to be a difference between the rates to the respective cities, it should be in favor of Minneapolis.

But what are the facts? Here is merchandise discrimination case No. 1:

Through rate on first-class merchandise from New England to Minneapolis	$1.15 per hundred
Same to St. Louis	.87 per hundred
Discrimination against Minneapolis	.28 per hundred

Minneapolis receives, in round numbers, 1,000,000,000 pounds of merchandise per annum. The receipts by the Chicago roads alone last year were 650,000,000. How much of this is through freight from the east and subject to the 28 cents per hundred- weight discrimination it is difficult to determine accurately, but if only 54 per cent of the city's merchandise receipts, or 540,000,000 of the total 1,000,000,000 pounds received, comes from the east—and 65 per cent would probably be nearer the facts—the amount of discrimination, at 28 cents per hundred, would be $1,500,000.

Thus one-half of the $3,000,000 of discrimination against Minneapolis merchandise is accounted for on through rates from the east and on receipts alone. The discrimination on the remaining 460,000,000 pounds of merchandise receipts from the various points of the compass has not yet been computed. But first consider the discrimination on Minneapolis merchandise shipments.

CHICAGO VS. MINNEAPOLIS SHIPPING RATES

Take five points within what is admittedly twin city jobbing territory at, say, 50 miles, 100 miles, 150 miles, 200 miles and 250 miles distance from Minneapolis, and compare the Minneapolis rate to these points with, first, the Chicago rate and distance to the same points, and, second, with the Iowa tariff for the same distance. The following examples show the general condition of twin city jobbing territory in its present Chicagoized state.

The table shows the distance and rate on first-class merchandise to the points named, first, from Chicago; second, from Minneapolis; third, the Iowa rate for same