

PRICE TWO CENTS. WHITE PINE LUMBERMEN HAVE AUGUST 15 TO FEAR FROM

STRIKE WILL BE PROLONGED

Hopes of Strikers Revived by Action at Joliet.

TRUST ACCEPTS GAGE

Ready for a Long Siege If Such Is to Come.

WHEELING PLANTS MAY MOVE

One Section of Employees of National Tube Works Will Not Strike.

Pittsburg, Aug. 16.—The reversal of front by the men of Joliet has cheered the steel strikers more than any other event of the week and their hopes again seem high. It has ended for the time being all talk of peace or compromise and given the fight the aspect of a prolonged one. The strikers declare in their enthusiasm that they will force the Milwaukee men to join with them and that in the end the Chicago steel workers, rather than lose the hallmark of unionism, will finally reconsider their action and swing into line. This optimistic program remains to be carried out, however.

The loss at Joliet has had no apparent effect upon the men who are directing the field operations of the steel corporation. One of them remarked when he heard the news from Joliet: "Well, it seems to be settling down to a long-drawn-out fight and I guess we can win at that sort of a game."

To Reopen at Monessen. There were no developments to-day in the situation in western Pennsylvania, Ohio, or West Virginia. McKeesport and Wheeling continue silent, while here in Pittsburgh and vicinity no effort was made to add to the force at the mills, which are working either partly or in full with non-union men. The steel corporation is preparing to reopen the steel works at Monessen. White men are being brought up from the south and it is by Monday expected a start will be made. Every precaution to guard the non-union men is being taken, as it is feared that when they arrive some of the strikers and their sympathizers cannot be held in check by their leaders.

Words From Shaffer. President Shaffer, when asked if Trustee Pierce had gone east to do some organizing, said: "I will not talk on Mr. Pierce's trip. 'I will be to Duaneville' was asked. The response was: 'The Amalgamated association never sought to organize those men. They sent word for us to send an organizer there. We did so, with the result that is already known. We have not troubled ourselves about them since. They do not amount to a row of pins, and if they come into the association it must be voluntarily. I have received a telegram from Mr. Tighe stating that the Joliet men are out and that he will go to Milwaukee. 'Have you any word from Vice President Davis of Chicago?' was asked. Mr. Shaffer replied: 'I have not heard from Mr. Davis and do not know his position. I know what is going on in every mill in the country, and am satisfied with the situation. I have reports from the local mills supposed to be in operation and of their failure in turning out work. It looks nice to see the flames of these mills going up, but our men know there is nothing going on in them that amounts to anything. Mr. Tighe has the right to bring back the strikers of western lodges where the men refuse to go out, and will do so if necessary. If I were one of these men I would be ashamed of myself.'"

Plants May Leave Wheeling. Wheeling is stirred by a statement that the steel corporation is planning the removal of several of its plants to towns where there is less labor sentiment. The steel workers at the Riverside plant are the only ones still at their places. Plans for the relief of strikers are being perfected at McKeesport and Wheeling. Only \$275 has been raised at the former place, but more is promised. Wheeling has named a relief committee. Contributions are coming in to Secretary Williams here, but no plan for aiding the men who are out has been announced.

It is reported that the tube welders of the National Tube Works at McKeesport have refused to join any union and that they will return to work whenever the strike shows any weakness. The knobbyers are to meet on Sunday and vote on a continuance of the strike. Discussing strike benefits to-day President Shaffer said: "Under our constitution our men will, on Sept. 1, commence to receive \$14 a week piece. There is no provision for men out of the Amalgamated, but they will be looked after."

Every McKeesport Plant Closed. The 600 employees of the National Galvanizing works, an adjunct of the National Tube company, at McKeesport, joined the strikers to-day. This closes every plant in McKeesport.

Referring to the status of the men in the western lodges who have refused to strike, President Shaffer declared himself as follows: "The men of the Chicago lodges of the Amalgamated Association who refused to obey the strike order will be placed without the jurisdiction of the organization. Notices will be sent to all the lodges to receive no communication from them and to send none to them and to accept no working cards from them. Such notification will be given at once. A sale will be set at which the introductory message, the date to cover the recent defection of the men in the trust plants of the west."

BAY VIEW OUTLOOK Sentiment in Favor of Striking Reported Growing. Milwaukee, Aug. 16.—Michael Tighe had not reached Milwaukee up to 1 o'clock

SUBSIDENCE OF FLOODS

Fears of Wholesale Loss of Life Not Realized.

VESSELS ARE MISSING

Some People Drowned in the Vicinity of New Orleans.

MOBILE'S HEAD IS ABOVE WATER

Uneasiness Felt Regarding the Military Posts on Mobile Bay.

New Orleans, Aug. 16.—The big storm has practically subsided here and both the river and the lake are falling. The water has receded rapidly from that section of

the city overflowed yesterday. Various lake resorts bore the brunt of the storm. Little news has come thus far from the Mississippi sound, but no loss of life has been reported in that section. The Louisville & Nashville railroad is still crippled, no trains having been run since night before last. The subsidence of the water, however, makes it probable that the damage to the tracks will be quickly repaired and that traffic will be resumed by night. A large number of business men are still bottled up on the coast and unable to get to their offices. The Northeastern road has had some trouble, but the Illinois Central has added both the Louisville & Nashville and Northeastern in handling their passenger traffic. The Crowell liner Comus reached the city to-day. She had no trouble in the storm and reported no vessels in distress.

Unknown Steamer Wrecked. Dr. J. N. Thomas of the quarantine station boarded the Comus near the mouth of the river and told Captain Franklin that an unknown schooner and a small boat had been wrecked in that vicinity and six lives lost. No serious damage was done to quarantine station. A report from a point below the city says the tug Biloxi of Slidell, and two barges went ashore and that the fate of those on board is not known. The report of the loss of the Cobden family of fifteen above quarantine station has not been confirmed. At Shell Beach the wind has ceased, but the water is rising and there has been considerable damage to crops. Rice has been damaged considerably.

The United Fruit company's steamer Esther arrived here to-day. She experienced heavy winds, but was not injured and saw no vessels in distress. The Esther reported that there was no serious damage at quarantine station, but that considerable property had been swept away at Port Eads. The fruit company notes for the safety of another of its ships, the Fulton. The Fulton left Cuba fourteen and a half days ago and is now ten days overdue.

Clung to a Tree. Captain Stevenson of the Esther brought up with him Captain Dunham and four members of the crew of the tug Biloxi. The Biloxi capsized during the storm and the five rescued men made their way to a tree to which they clung until rescued. They reported that two of the crew of the tug were missing.

Captain Stevenson reported also that he saw a ship's mast, possibly a frigate's, sticking out of the water about nine miles

How Many Canadians There Are

Ottawa, Aug. 15.—The population of the Dominion of Canada, according to the census returns given out to-day, is 5,337,156, an increase of 503,827 over the census of 1891. These returns are not authorized by the census commissioner, but they are understood to be those which the department will give to the public. Taken by provinces, the increase will be as follows: Quebec, 132,434; Ontario, 53,657; Manitoba, 2,312; Northwest, 79,300; Yukon and unorganized district, 43,113; British Columbia, 92,000; Maritime provinces, 11,000.

In a number of instances such as in the Yukon and the unorganized districts, the department has made an estimate, as the returns have not yet been received. The result is disappointing, and the only explanation is that the returns for 1891 were padded.

According to the returns, Ontario will lose about five members and the Maritime provinces three or four. Manitoba ought to increase its representation by three members and the Northwest, including Yukon and British Columbia, ought to bring the representation up to about what it is now—213 members in all.

The population of the Dominion is given at 5,338,883, an increase of 505,644 over the census of 1891. The population of the province is as follows: British Columbia, 190,000; Manitoba, 246,464; New Brunswick, 331,093; Nova Scotia, 459,116; Ontario, 1,677,978; Prince Edward Island, 103,252; Quebec, 1,620,774; Territories, 145,000; unorganized territories, 75,000.

The population of the cities of Canada is as follows: Montreal, 266,826; Toronto, 207,971; Quebec, 68,834; Ottawa, 59,902; Winnipeg, 42,336; Halifax, 40,787; St. John, 40,711; London, 37,983; Victoria, 20,821; Kingston, 18,043; Brantford, 16,631; Hull, 13,083; Charlottetown, 12,080.

In a few districts the records of the present year are incomplete and the figures for them have been estimated in part. The returns of the extreme northern portions of Quebec and Ontario and for the unorganized territories of Athabasca, Franklin, Keewatin, Mackenzie, Ungava and Yukon have not been received.



from Southwest Pass. He was unable to identify the vessel and saw none of her crew.

The Esther had as passengers Juan y Carrillo, family of twelve and four servants, all of Belize. They had been at the quarantine station for several days and raised safely through the storm.

Captain Stevenson said a houseboat and some small craft had been battered to pieces in the vicinity of the station, but he had learned of no loss of life.

PERIL FOR SOLDIERS An Uneasiness Concerning Military Posts at Mobile Bay. Washington, Aug. 16.—Some uneasiness is felt at the war department concerning the military posts at Mobile bay, especially at Fort Morgan, where the Eighth and Ninety-ninth companies of coast artillery are stationed. Fort Morgan and the military posts are on a sand spit about thirty feet above tide. No reports have been received at the department concerning these posts. The two batteries are under command of Major Lugel Lonia. The batteries consist of about 106 men each.

CROPS DESTROYED Worst Flood Tennessee Ever Had This Time of Year. Chattanooga, Tenn., Aug. 15.—The Tennessee river, now at thirty feet, is rising at the rate of eight inches per hour and the rain that has lasted forty-eight hours continues. The danger line will be reached this afternoon, and the prospect is good for ten feet more without additional rain. Reports from Alabama indicate the approach of the Mobile storm. All growing crops in the Tennessee valley were destroyed. No such flood has ever occurred here in August.

MOBILE SAFE Water Subsides and No Loss of Life Is Reported. Mobile, Ala., Aug. 16.—10 a. m.—As far as known at this hour there has been no loss of life from the terrific storm in Mobile or its immediate vicinity. No reports have as yet been received from the coast or any islands below. Several vessels have been lost, but the crews are believed to be safe. The water, which reached a high stage in the city, has subsided and is now almost normal. The aggregate damage to property in Mobile is considerable. Nobody is a loser, however, in any large amount.

CALIFORNIA CLOUDBURST Immense Amount of Damage at Tehachapi. Bakersfield, Cal., Aug. 15.—A terrible cloudburst occurred at Tehachapi, doing an immense amount of damage. All con-

COAST LUMBERMEN ARE TURNED DOWN

President Hill Declines to Grant Their Request for Lower Rates, Permitting Invasion of White Pine Territory.

"Community of Interest" Helps to Head Off the Raid Planned by the Lumbermen of the Pacific Coast.

James J. Hill, president of the Great Northern, has refused to grant the request of the Pacific coast lumbermen for lower rates for their product.

Manufacturers of white pine lumber were just as sanguine that the Pacific coast lumbermen would not obtain the reduction in rates to the Missouri river, the Mississippi river, and Chicago, for which they asked, as the west coast lumbermen were of securing it.

While the west coast men talk of going after the eastern trade on a reduced rate to Chicago, the Minneapolis and all other white pine manufacturers say that the main object of the west coast men is to cut into the trade of the Dakotas, Nebraska, Kansas, Iowa, Missouri and Oklahoma. Those states are now the choice territory for all of the manufacturers west of Chicago. The trade of the next ten years in those states will be tremendous. They constitute the largest battle ground of the lumber barons of the west. On most grades of lumber the contest for business lies between the white pine of the north, for which trade Minneapolis is the center, and the yellow pine of the south. Two years ago the west coast manufacturers succeeded in crowding their firing line into Colorado. They immediately followed with demands for further concessions to carry them into the trade now being largely supplied by the mills of the Mississippi valley. Their request for reduction of rates was not granted. They have persisted and as related in yesterday's dispatch to The Journal, have renewed their efforts to induce President Hill of the Great Northern to grant the concession. But Mr. Hill has promptly declined to do so.

The present rate on fir lumber, the big lumber product of the coast, to the Missouri river and lower Mississippi river points is 50 cents per hundred pounds. It is the same to Chicago. To Minneapolis and upper Mississippi river points the rate is 40 cents. This rate also applies to points in Minnesota on the transcontinental lines west of the Minnesota Transfer. The west coast men ask for a 35 cent rate to Mississippi river points and a 40 cent rate to Chicago.

"The Community" and Lumber. This demand for lower rates is one in which several of the large railroad systems of the west are vitally interested. It is one point where the community of interest may come into play. The situation is so complicated that the white pine manufacturers feel that it fortifies their future influence in the market mentioned, comprising many of the southwestern states. It is also well understood that the railroads generally have taken a firm stand to protect the white pine men until the production in the white pine country is materially curtailed by the exhaustion of supplies. Any movement on the part of the Great Northern and Northern Pacific to reduce rates would in all probability be followed by a cut in rates by other roads not interested in the west coast traffic.

The Morgan-Hill system, comprising the Great Northern, Northern Pacific and the Burlington, is naturally much interested in west coast lumber. This timber is largely located in Washington, Oregon and Idaho. The two transcontinental lines would secure a long haul in bringing the lumber east, and the Burlington by its connection with the Northern Pacific at Billings, Mont., would realize a good revenue on the haul from the west as well as being the system largely used by the other two lines in distribution in the southwest.

To the south the Harriman system and the Gould system are interested in the distribution of yellow pine from the forests of Texas, Louisiana, Mississippi and Arkansas.

The Milwaukee distributes a large amount of white pine from this market and through its connections gets a good business out of yellow pine. The same may also be said of the Burlington, which is to be one of the big distributing agents when west coast lumber finally works into the southwest.

Hot Competition Feared. It is argued by traffic men that a rate allowing the entrance of west coast lumber into these states would increase the competition to such an extent that a general reduction of rates from all points would follow and the final result would be a reduction in revenue all around. The yellow pine roads are jealous of their business, the white pine roads are equally so, and if community of interest amounts to anything, it will dictate the preservation of the present rate situation as far as the coast is concerned.

Again all of the roads are guarding their sources of revenue for the future. Yellow pine production is on the increase and the visible timber supply is large. It will last for years. The Gould and the Harriman systems will hang to the present rates on yellow pine as long as they can. They can insist that there is no good reason for allowing the west coast men to enter this market until the white and yellow pine manufacturers can no longer supply the demand—which will

not be for from seven to ten years at least. Hill's Far-Sighted Policy. In railroad circles the announcement that President Hill will not grant the demands of the west coast manufacturers will cause little surprise. He builds for the future. He knows that the east must go to the coast some day for its lumber, and that the Great Northern will get its share of the business when that time comes. West coast lumber is to be one of the future big revenue producers for the Great Northern. But he is content to wait, for that means that the business is sure at the full rate. Another feature of the question is that cars used in carrying white pine lumber can be utilized for other products on the return trip. Empty cars one way are a serious drawback in the west coast lumber traffic.

One element in the situation is the fact that most of the white pine manufacturers are large holders of west coast timber. There is a community of interest among Mississippi valley manufacturers which tends to protect them against west coast competition. Their immense holdings on the coast make them prominent factors in any problem that involves west coast lumber. The Weyerhaeuser syndicate, which comprises many of the manufacturers of Minnesota and Wisconsin outside of the Minneapolis lumbermen, owns 1,000,000 acres of the best timber in the east states. In addition to this the holdings of the Minneapolis men and other Mississippi valley men will aggregate another 1,000,000 acres. It is not likely that these people will begin extensive operations in west coast lumber until the white pine production is greatly curtailed. Until then they will not be interested in a lower rate into this market from the coast. One of these men said to-day that ten years from now the coast might expect a lower rate.

Over Production in the West. With the coast manufacturers at the present time it is simply a case of over-production. The principal item that they are marketing is long timbers and big dimension, a trade which the white pine men are glad to hand over to them. The big timber is sawed from the center square of the log. From all four sides come big slabs which in themselves contain as much common lumber as the Minnesota log. It is the opportunity to use the lumber in these slabs profitably that the west coast man wants. Formerly he burned the slabs, but latterly he has been manufacturing them into lumber, with the result that his stocks are immense and seek a market. He has worked hard for trade in Montana and North Dakota, and by making a very low price has overcome the situation to some extent. But he has made no money. In what he loses on common lumber takes the edge off the profit of many of his big timber sales. Therefore he seeks the assistance of the Morgan-Hill system of railroads in campaigning for a lower rate to the Mississippi river and Chicago.

CAN'T AFFORD TO DO IT President Hill Gives Reasons for His Refusal. Special to The Journal. New York, Aug. 16.—James J. Hill, president of the Great Northern railway, is back in his New York office to-day and consented to discuss the request made by the Pacific Coast Lumber Manufacturers' association for a 35-cent rate on common lumber to the Mississippi river and a 40-cent rate to Chicago. Although Victor H. Beckman, secretary of the Pacific Coast Lumber Manufacturers' association, some time ago addressed a letter to Mr. Hill going very fully into the matter, and although a strong committee of representative Pacific coast lumbermen has been appointed to press the request for the desired rate, Mr. Hill said to-day that he had not taken the matter up for consideration and that he did not remember having seen Mr. Beckman's letter until he saw it in print. According to Mr. Hill's idea the lumbermen of the Pacific coast are now getting as low a rate as they are entitled to. Mr. Hill said: "It is all very nice for the lumbermen to speak of what I have done for the lumber interests of the coast. When I went out there they were paying 90 cents to the west cities and Lake Superior. They told me that they would be perfectly happy if they could get a rate of 60 cents. I looked into the matter and concluded that they did not ask quite enough. I gave them a rate of 50 cents. To get a low rate on fir, because it is possible to load more in a car. I understand what they are after now. They are seeking a broader market for their common lumber. There is no trouble about the fancy higher priced stuff. They think that by cutting the rate for them, I can give them the freight the other way must pay for the dead haul. There is not the business west to justify the putting in force of a very low rate on lumber east. The rate is as low now as it can be, and when the busi-

SHOVEL TRUST

Five of Fourteen Big Concerns Incorporate a Company.

Special to The Journal. New York, Aug. 16.—The consolidation of the leading shovel manufacturers of the country was perfected in this city to-day. Papers incorporating the company with a capital stock of \$5,000,000, of which three-fifths will be preferred and two-fifths common, will be forwarded to Trenton to-day or to-morrow.

The company will be known as the Ames Tool and Shovel company of America, and will include the Ames Shovel Works of North Easton, Mass.; Rowland Shovel Works of Philadelphia, Wright & Alfred Shovel Works of Terre Haute, Ind.; St. Louis Shovel Works of St. Louis, Mo., and the T. H. Meyers Shovel Works of Beaver Falls.

There are, it is said, fourteen old and well-established shovel works in the United States. Of these five of the largest are now in the combine, leaving nine independent factories. There are also completed four new factories, which will, with the nine old ones, make twenty-three independent companies.

LEFT THREE MILLIONS Edwin Manning, One of Iowa's Rich Men, Is Dead. Des Moines, Iowa, Aug. 15.—Edwin Manning, one of the wealthiest men in Iowa, died to-day at his home in Keosauqua. His estate is valued at \$3,000,000.

Defective Page

First, Last and Only Chance this Season to Visit State Prison at Stillwater To-morrow. Train Leaves Union Station 9:15. Tickets 95c. Get Yours Early. Great Six-Hour River Trip.