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PORTLAND, OREGON, SATURDAY, AUGUST 31, 1901.

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STRIKE CRISIS NEAR

Important Change in Affairs Not Far Distant.

BURNS STILL WORKS FOR PEACE

A Committee from the Bayview Works at Milwaukee Visited Pittsburgh—Labor Paper Calls for Shaffer's Impeachment.

PITTSBURGH, Aug. 30.—While there is no actual change in the steel-strike situation, much transpired today calculated to produce results in the near future. The conference between the committee from Milwaukee and the Amalgamated officials, the continued efforts of President Burns, of the Window-Glass Workers' Association, to bring about arbitration or conciliation, the seething editorial in the Labor World calling for the impeachment of President Shaffer; the march of the strikers of McKeesport to Duquesne, and the decided effect of the injunction proceedings at Canal Dover, O., all indicate that the crisis is approaching, and that an important change in affairs is not far distant.

The details of the conference of the Milwaukee committee and the Amalgamated officials have not yet been divulged, but the fact that the committee is here at all would indicate that the Bayview strikers are uneasy. J. D. Hickey and J. H. Cooper, of the committee, have been here since Monday, but their presence has not been generally known. The general belief is that the main object of the committee's visit is to arrange some compromise by which the Bayview plant may resume. President Shaffer, on the contrary, says the two men did not come here to represent the Bayview lodge. They are simply here, he says, as individual members of the Amalgamated Association to explain in person the reason for their action in regard to the steel strike order and the reversal of that decision after Tighe's visit to Milwaukee. "The lodge did not send them, nor did it send me any request to be allowed to go to work," said President Shaffer. The two gentlemen left for home tonight and, it is said, a meeting of their lodge will be held upon their return to take action on their report. What that report will be cannot be learned here.

Notwithstanding the report from New York that no conference had been held or arranged for between C. M. Schwab and Simon Burns, looking to arbitration, the latter has not relaxed his efforts in this direction. "I am interested in this matter," said President Burns tonight, "the big strike is affecting all lines of business, including the window-glass trade. My purpose is to get the two sides together and start the mills. If President Schwab is still opposed to my plan of arbitration, I will request him to suggest whatever modifications he desires. Anything will be acceptable if the United States Steel Corporation be induced to arbitrate and get the mills started."

Demands Shaffer's Impeachment.
The editorial in the current issue of the Labor World, the organ of the International Tinworkers' Protective Association and the mouthpiece of the Pittsburgh district of the Mineworkers' Union, is a long and bitter attack on President Shaffer and demands his impeachment for calling the strike order. The demand for the impeachment is maintained, it is charged, because he expelled the Chicago men and revoked their charter without a constitutional hearing, and because the whole strike is unconstitutional and has brought ruin and wreck to men who have made the Amalgamated Association. The editorial gives 24 reasons why President Shaffer should be impeached.

The fact that George Powell, president of the Tinplate Workers' Protective Association of America; L. R. Thomas, president of the International Tinworkers' League, and Patrick Dolan, president of the United Mineworkers of the Pittsburgh district, constitute the board of control of the publication, and that President Shaffer himself up to within a year was a member of the board, would seem to lend considerable weight to the utterances of the paper.

When shown the editorial tonight, President Shaffer said: "Mr. Powell, of the Tinworkers' Association, was at headquarters today, and I understood that the paper mentioned does not represent his association. The article is beneath my notice and I shall not advertise the paper by commenting on it."

Strikers' March a Failure.
The march of the McKeesport strikers to Duquesne this afternoon was a disappointment to the strikers, partly because of the heavy rain during the parade, and the meeting in an open lot, and partly because of a lack of enthusiasm. It was expected at least that the count of the strikers would participate in the march, but by actual count there were 533 in line. The rain came down in torrents from the time the parade started until the column returned to McKeesport. The men marched without any cheering or noisy demonstration, and no trouble of any kind developed. It was expected a hail would be made at the Duquesne mill gate, but no stop was made. Several million came out of the plant with their dinner-buckets on their arms, but were not stopped. There was no strike talk heard at the Duquesne mill, and the millmen did not manifest the interest expected.

port was made this evening when about 40 men went to work in the seamless tube department of the National Tube Works. The men returned on the same train, and the sympathetic strike was inaugurated. The men did not organize, although they met with Federation of Labor men a number of times. It is thought many more will report tomorrow morning. The men were not molested, as their return was a surprise to the strike leaders. The tube works officials are jubilant over the break at the seamless mill, and the outcome of today's parade at Duquesne.

Late tonight, when pressed for some expression on the Labor World's impeachment editorial, President Shaffer said: "The paper has no standing in the labor world, and is owned and edited by men bitterly opposed to me from the start. My course is above impeachment, and the only damage the inspired article can do is to create a bad impression temporarily, but it will not influence thinking people."

STRIKE AT DUQUESNE.
Complete Tie-Up of the Steel Plant Is Probable.
PITTSBURGH, Aug. 31.—A decided change has come over affairs at Duquesne. At 7 o'clock this morning the day-turn of the seamless tube department of the Duquesne mill are expected to come out and the night men to go out on a strike, adding 200 men to the strikers. When the night turn went on at 7 o'clock last evening a committee of open-hearted men at once waited on the foreman and told him that they (the men) would not charge any heats after 8 o'clock, and if the officials or foreman did so they would accept their own responsibility. They proceeded with their work as usual. Shortly after 8 o'clock the master mechanic and labor foremen charged four heats. The officials of the company, who had listened to the mill upon learning the men's demand, went from one to another of the workmen and demanded that they take up the work. They were met with a positive refusal. One by one the 12 men who refused to work were discharged and escorted to the gates by a policeman.

A complete tie-up is now predicted by the Amalgamated people within 48 hours. Tomorrow afternoon an open-air mass meeting will be held to celebrate the break in the ranks.

Steel Men Recognize Shaffer.
YOUNGSTOWN, O., Aug. 30.—Secretary James H. Nutt, of the Republic Iron & Steel Company, returned from Pittsburgh today with the wage scale bearing the signature of President Shaffer. The officers of the Amalgamated Association. This is the first instance in which the company has insisted on the scale being signed officially.

Deserting From Strike Ranks.
CLEVELAND, Aug. 30.—The local managers of the Crescent mills of the American Tinplate Company assert that the desertions from the ranks of the Amalgamated strikers are increasing daily. Today they stated that they had 3 of their old mill employees at work.

IOWA'S FAVORITE SON.
Governor Shaw a Candidate for the Presidency.

CHICAGO, Aug. 30.—Senator Dolliver, while in Chicago today, announced that the Great Northwest, Iowa, would be a candidate for the Presidency. The senator also said that Iowa and a considerable portion of the Middle West would be back of Iowa's favorite son.

Indian Territory at St. Louis Fair.
GUTHRIE, O. T., Aug. 30.—Indian Territory will be well represented and will have a fine exhibit at the Louisiana Purchase Exposition in 1903. A convention was held this week at Okmougee and an executive committee was organized. The five civilized tribes were named, including Governor Johnson, of the Chickasaw Nation; Governor Brown, of the Seminole Nation; Governor Dumas, of the Choctaw Nation, and Chief Tom Bullington, of the Cherokee Nation. General Pleasant Porter, a full-blooded Creek, was made chairman.

SUMMARY OF IMPORTANT NEWS.
Domestic.
A crisis in the strike situation is believed to be near. Page 1.
Seventeen persons were killed in a wreck on the Great Northern near Kallispell. Page 1.
Admiral Howden denies the Boston Record interview. Page 2.
Commissioner Hermann reports the largest business in the history of the land office. Page 2.
Eleven persons were killed by the wrecking of a train on the Northern Central, in New York. Page 2.
Foreign.
Munir Bey visited Paris and consulted with Constantine. Page 3.
It is again rumored that Salisbury will soon retire. Page 3.
The French Minister of War visited the Hartford at La Rochelle. Page 3.
Commander Sargent reports all quiet at Colon. Page 3.
Sport.
Gardner defeated Smith in the eighteenth round at San Francisco. Page 3.
The final series of races between Constitution and Columbia will begin today. Page 3.
Creusac failed to lower his mark at Providence. Page 3.
Pacific Coast.
The Astoria regatta is proving an unparalleled success. Page 4.
Salem buyers say the new Oregon hop crop will be of better quality than ever before. Page 4.
There was an increase in assaults made by strikers on nonunion men at San Francisco. Page 4.
Idaho state was caught by a train and one woman sustained serious injuries. Page 5.
Sheriff's sale of the Portland & Puget Sound Railroad has been postponed one week. Page 5.
Commercial.
Rather striking demonstration of strength in the New York stock market. Page 11.
December wheat at Chicago closes 1/2 cent higher, at 7 1/4 cents. Page 11.
Weekly trade reviews show further enlargement of general business. Page 5.
Marine.
More steamships chartered for Portland wheat load. Page 10.
Heavy insurance on overdue ships. Page 10.
City of Trenton death loss still growing. Page 10.
Portland and Vicinity.
County Court has authority to make regulations for the opening of the draws of the bridges. Page 10.
Burnside-street saloon held up by three masked robbers. Page 8.
Flats rented as fast as they are built. Page 7.
Wooden sidewalk laid within the fire limits contrary to the provisions of the new ordinance. Page 8.
Bishop Willard F. Mallalieu will preside over the Oregon conference of the Methodist Church. Page 12.
Concessions for the Fall Carnival awarded. Page 12.
Edward Holman elected president of the Portland Free Baths. Page 10.

COUNTY HAS POWER

May Regulate the Opening of the Draw Bridges.

RIGHTS OF PEOPLE INVADIED

According to the Decision of the United States Supreme Court, the Rights of Steamboats Are Not Paramount.

Portland has grown so large and the traffic and travel between the eastern and western districts is so great and constant that a demand has sprung up for regulation of the time of opening of the draws of the bridges.

INTERPRETER AT U. S. CONSULATE, NAGASAKI



FRED DOUGLAS FISHER, OF PORTLAND.

reasonable regulation of the time of opening of the draws of the bridges. It is believed that, under the bridge act of 1895, the County Court has power to apply the remedy. Though the power is general, it is believed that if the law of 1895 should be construed with the decisions of the Supreme Court of the United States, it will fit the case.

Under the decisions of the Supreme Court of the United States the Legislature has authority to vest in the City of Portland, or any other governmental agency, the right to declare at what hours the draws of the bridges shall be closed. In this state the Legislature never has granted such authority to the city. For that matter, the bridges are not now and never have been under the charge of the City of Portland. Prior to 1895 they either were privately owned, or after passing out of private hands were controlled by bridge committees or commissions. Since 1895 they have been under the charge of the County Court and their net cost to the county, together with free ferries, up to June 30, 1901, had been \$234,099.94. The Legislature in 1895 transferred the control and management of the bridges from the committee to the County Court, and in the following June the Supreme Court sustained the transfer in the case of Joseph Simon vs. H. H. Northrup, as County Judge. The court held that the authority of the Legislature is paramount in such matters, and may grant the use or supervision and control of the bridges to some other governmental agency, so long as the bridges are not diverted to some use substantially different from what was originally intended.

Rights of Steamboats Not Paramount.
There is no doubt that the rights of a large number of people are invaded by the present method of serving the bridges. The rights of water craft are recognized as paramount, whereas the Supreme Court of the United States ruled in October, 1892, in the case of the Escanaba & Lake Michigan Transportation Company vs. the City of Chicago (107 U. S. 678) that the navigation rights are only equal to those of all persons who are entitled to use the bridges in passing from one side to the other. The principal inconvenience falls upon the laboring people. The draws are frequently opened between 6 and 7 A. M., when the cars from Mount Tabor, Multnomah, Waverly, Irvington, Albina and other East Side districts are filled with men, women, boys and girls on their way to their day's work. The draws are open at noon when the city is busy with the business of the day, and the result is loss of time and perhaps loss of money to the workers.

Both sides of the Willamette would undoubtedly be benefited by a regulation making it unlawful to open the draws between 6 and 7 A. M., 12 and 1 P. M., and 5 and 7 P. M. Among the powers of Multnomah County over the bridges as defined by the law of 1895 is the following: "To make all needful rules and regulations for the control, management and use of the same by said city, the inhabitants thereof, and the public in general. A needful regulation would be one for the convenience and the harmonious pursuit of the different occupations," as the Supreme Court held in the Escanaba case. Just now all the convenience and harmonious pursuit are with the steamboat man. No matter at what hour of the day or night he whistles, no matter who is delayed or who suffers, the draw must be opened and kept open until he passes through, even if the passing requires an hour and a half.

Regulations in Chicago.
In the Escanaba case the Supreme Court placed great reliance upon the fact that the State of Illinois had granted specific authority to the City of Chicago to regulate the opening of the draws, and that the city had exercised its authority. Acting upon the power thus conferred, the Chicago authorities endeavored to meet the wants of commerce with other states, and the necessities of the population of the city residing or doing business in different sections. For this purpose they prescribed as follows: Between the hours of 6 and 7 in the morning, and 5:30 and 6:30 in the evening, Sundays excepted, it shall be unlawful to open any bridge within the City of Chicago. During the hours between 7 o'clock in the morning and 5:30 in the evening, it shall be unlawful to keep open any bridge within the City of Chicago, for the purpose of permitting vessels or other craft to pass through the same, for a longer period at any one time, than 10 minutes, at the expiration of which period it shall be the duty of the bridge tender, or other person in charge of the bridge, to display the proper signal, and immediately close the same, and keep it closed for fully 10 minutes for such persons, teams or vehicles as may be waiting to pass over, if so much time shall be required; when the said bridge shall again be opened (if necessary for vessels to pass) for a like period, and so on alternately (if necessary, during the hours last aforesaid, and in every instance where any such bridge shall be open for the passage of any vessel, vehicle, or other craft, and closed before the expiration of 10 minutes from the time of opening, said bridge shall thereupon, even such a case, remain closed for fully 10 minutes. In order to allow all persons, teams and vehicles in waiting to pass over said bridge. The first of these requirements was

WRECK TOOK FIRE

Bad Accident on Great Northern Near Kallispell.

SEVENTEEN PERSONS KILLED

Among the Dead Are P. T. Downs, Vice-President of the Spokane Falls & Northern Branch of the Road, and His Son.

SPOKANE, Aug. 30.—According to reports received at the Great Northern office here, an east-bound freight train ran away on a steep grade in the mountains east of Kallispell and crashed into west-bound passenger train No. 3.

The greatest mortality is said to have been among a carload of Italian laborers, a number of whom are reported to have been killed outright, while others were injured. It has been impossible as yet to learn the names of any of the killed other than P. T. Downs and his son. Mr. Downs was recently assistant general superintendent of the Great Northern and was recently promoted to the position of vice-president of the Spokane Falls & Northern branch of the road. His home was in Spokane. Mrs. Downs is in the East. The brief reports received here say that the wreck took fire and that the telegraph line was burned. Great Northern officials here have received only meager reports of the wreck.

Seventeen Persons Killed.
ST. PAUL, Aug. 31.—A special to the Pioneer-Press from Kallispell, Mont., says: An accident on the Great Northern occurred last night at Nyack, Mont., resulting, it is reported, in the loss of 17 lives. Train No. 3, a passenger train, was standing on the main line. Twenty-eight cars of shingles, most of them recently arriving from the mountains, were on the freight train No. 10, broke loose and came down a grade and crashed into the rear of No. 3. P. T. Downs, assistant general superintendent of the west end of the Great Northern, was killed. Downs was pinned under the debris and burned to death before he could be rescued. How many other lives were lost is not known at this hour, but the number is given as 17.

Dead and Injured Taken to Kallispell.
BUTTE, Mont., Aug. 31.—A special to the Miner from Kallispell, Mont., says: The westbound train was wrecked about 8:30 P. M. near Nyack Station, 40 miles east of Kallispell in the mountains. The eastbound freight backed out of the switch at Nyack and broke in two, 28 cars going down the mountain and crashing into the passenger without warning. The special car of Assistant General Superintendent P. T. Downs and a day coach of laborers were demolished, caught fire and burned up. Superintendent Downs and his son were instantly killed, with their coach. Many laborers were killed and burned. The sleeping car caught fire, but it is reported all the passengers got out safely. The number of injured in the passenger list is not known. All the doctors in Kallispell, with a wrecking crew, were sent to the scene of the accident. The passenger cars wrecked were on the rear end of the passenger train, saving the passengers a like fate. Ten cars of shingles and other freight caught fire, which added to the disaster. The train loaded with dead and injured will arrive during the night.

Not Reported at Headquarters.
ST. PAUL, Aug. 30.—At the Great Northern offices in St. Paul no news has been received as to the reported wreck. The wires are badly mixed to Montana from this point, owing to a storm.

ROOSEVELT IN CAMP.

Reviewed the Illinois National Guard at Springfield.

SPRINGFIELD, Ill., Aug. 30.—Vice-President Roosevelt and party arrived here on a special train from Chicago at 12:30 today. They were accorded a hearty welcome by a large throng at the station. Roosevelt was met by Governor Yates and staff, Adjutant-General Reece, and 300 police. At the conclusion of the welcome, Roosevelt was escorted by four troops of cavalry he went to the executive mansion, and was the guest of Governor and Mrs. Yates. At 4 o'clock this afternoon the Vice-President and party, escorted by four cavalry troops and Governor Yates and staff and other National Guard officers, proceeded through some of the principal streets of the city to Camp Lincoln, where several thousand people were assembled on the parade ground. Upon their arrival in camp a salute of 19 guns was fired by the artillery. The First Cavalry band preceded the party from the camp to general headquarters, playing "Hail to the Chief." As the Vice-President and Governor Yates passed the line of troops, great cheers rent the air.

At 5:15 o'clock this evening a review of all the troops in camp was held, followed by the evening parade, after which a state dinner was given at general headquarters. Colonel Roosevelt made a short talk. At the conclusion of the dinner a bridge which had been built by the engineer corps was blown up by dynamite for the edification of the Vice-President, who afterwards addressed the troops and several thousand civilians from the bandstand. From the camp the Vice-President and his party returned to the executive mansion, where they remained until nearly midnight, when they returned to Chicago.

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