

# A FREIGHT BLOCKADE

Just 1,300 Cars Tied Up on the Junction Railroad.

## TRAFFIC BADLY DELAYED.

The P. & W. Leaves the Junction and B. & O. Roads in the Lurch.

## MANAGER M'DONALD EXPLAINS

And Claims the Coke Strike is Responsible for the Trouble.

## NOT ABLE TO HANDLE THE BUSINESS

Trouble is brewing between the Pittsburg Junction Railroad and the authorities of the Pittsburg and Western. For some time past freight cars have been accumulating at an extraordinary rate in the yards of the former road, and also along the siding of the Baltimore and Ohio Company. It is claimed that it is almost impossible to get the Pittsburg and Western to receive any west-bound freight, and that if the blockade continues to grow in size, as it is now doing, business will be practically suspended over the Junction road.

An idea of the size of the blockade can only be gathered from an actual visit to the yards of the interested companies. The Junction is a special sufferer. Long trains of cars filled with various kinds of freight lie on their sidings, cover the bridge and in and around Willow Grove extend as far as the eye can see. The Baltimore and Ohio railroad has considerable freight laid up at Glenwood and other points in and around Pittsburgh.

The coke men seem to be largely interested in this matter, but they are very reticent. They are unwilling to offend the officials of any of the roads concerned, and while several of them were interviewed none would allow the publication of their names.

### COKES MEN FIGHT SHY.

They admitted that they had been notified by Superintendent Ward, of the Junction, of the existence of a blockade, but professed to be ignorant of how far they were concerned in it. One of them stated positively that he had 100 cars of coke lying there for over a week, and with little prospect of getting it to his consignees in the proper time.

"Why?" he said, "cars are coming into the Junction yards at the rate of from 125 to 200 per day, while the Pittsburg and Western is only taking from 25 to 50 away in the same time. It would be a very nice problem for someone to solve when the blockade will be ended if this manner of doing continues."

The first intimation of the existence of a blockade came from authorities high up in the Junction road. They were highly indignant at the way in which affairs were being conducted. According to their statements about 1,300 cars, loaded with all kinds of freight, were held up at the junction of the Pittsburg Junction and Baltimore and Ohio roads, and that cars are constantly being received more rapidly than the Pittsburg and Western handles them. The blockade began, they say, about two months ago, and has been steadily increasing ever since.

Superintendent Paton, of the B. & O., agreed in placing the number of blockaded cars at 1,300, and places the blame on the Pittsburg and Western officials. He was not inclined to talk very much, stating sarcastically, "We are told to talk about the blockade, but we are not anxious with freight matters to understand the situation. Something, however, would have to be done, and the sooner a change was made the better it would be for all concerned."

### M'DONALD TAKES A HAND.

When Mr. McDonald, of the P. & W., read, was approached by a DISPATCH reporter, he was outspoken in his views. When asked if it was true that they were only handling from 25 to 50 cars per day, he said: "Well, people who make statements like that generally have not much regard for facts. I tell you, we are only getting 100 cars for the Junction road every day, and have only fallen below that number when some accident has happened along the road."

"Of course quite a number of cars are standing on the Junction tracks; in fact, there is always a certain number there, but not all day long. Some day the total is zero. officials reported 750 tied up and there are no more than that tied up at the present time. This shows that we have since this last report been handling the freight as fast as it has been received. We cannot do impossibilities. The trades on our road are very slow; we are only getting 100 cars at a time, and we have only got 10 engines to attend to this part of the work. We will move these cars as soon as we can, but our own peculiar business is more important to us, and we are not going to suffer in the meantime."

### RESULT OF THIS COKE STRIKE.

"The real facts in the matter are these: During the strike in the coke regions, quite a number of cars accumulated in those regions. When it became known that H. C. Frick intended to buy up as many coke plants as possible, and the price of coke was high, there was a great demand for coke, and consumption became anxious to buy in excess of coke. The cars up there were hastily loaded, and they were shipped on us so rapidly that the blockade resulted. During the months of July and August the Junction road did not rushing business, and of course the effect of that road are no longer able to make up the lack of money as possible. Now the Junction has immense yards in which to store freight while we are very deficient in that respect. We could take these cars off their hands and put them on our road, but we would stop utterly all locomotion along the line by such an action. We are not doing anything."

"Our rates are one-fifth less on freight this year than they formerly were, and still our profits are much greater than before. This proves that we must have handled an increased tonnage, and the Junction is among the ones benefited. There is no reason for this kicking."

### CARS LOADED WITH TANBARK.

"Many of the blockaded cars are loaded with tanbark for Allegheny City, and it is often the custom to let these cars stand for months before unloading them. Besides we only make a few sales to that city, so it would be difficult to sell them there. It would be folly to expect us to handle this kind of business to the detriment of better paying freight. We have endeavored to lease engines from various roads, without avail. Several new ones are being built for the road, however, and they will be ready in a month or two. When that time comes we will be able to handle freight better and will be in less danger of a blockade."

The coke men do not credit the statement that the strike and subsequent events are responsible for the blockade. Besides, the Junction officials state that very few of the cars loaded with tanbark are blockaded, and all the cars are not local but through ones. Again, nearly three-fourths of the profits of the Pittsburg and Western are made on freight brought over the Baltimore and Ohio. It is hinted that this may be the opening of a long-expected struggle between the two roads, and if such is the case a lively time may be expected."

## MAKING GREAT ARRANGEMENTS.

**The State League of Republicans Clubs to Get a Royal Welcome in Pittsburgh—Attention to Every Detail.**

The joint committee of the Americans, Tariff and Young Men's Republican clubs met last night to perfect the local arrangements for the reception of the State League of Republican clubs upon the 25th of September. A full representation was present from each of the three local organizations when Chairman W. H. Lambert called the meeting to order. The session of the committee was not long, but considerable business was accomplished in the treatment of reports from sub-committees.

There have been some changes in the composition of the sub-committees. The list as given out by Secretary James W. Prescott last night is as follows:

Reception and Hall—A. C. Robinson, George S. Houghton, W. D. Porter, L. Goggin and A. J. Edwards.

Printing and Music—J. N. Neel, R. H. Landay, W. C. Hagan, A. J. Edwards and W. D. Porter.

Transportation and Refreshments—H. Kennedy, T. W. Walker, J. M. Walker, C. Preston and D. K. McGinnigan.

Finance—J. Roenigk, John Dalsell, G. W. Moorehead, A. C. Robinson and W. C. Hagan.

After some discussion the report of the Printing Committee on the question of badges was adopted. The delegates will wear red badges; the Committee of Arrangements white with silver fringe, and the members of clubs will wear blue badges heavily. It was voted to agree to the G. A. R. badge of 25 pieces to furnish the music. It was stated that the steamship Mayflower had engaged for the entire day. The subject of edibles came up, but was laid aside in order to secure an opinion from the proper sub-committee. The matter of decorations—Lafayette Hall will be adjourned between the State and local delegations, and it is proposed that it will be hand-somely embellished. The admission fee assessed is \$1, the only proviso being that the club belongs to the State League. To guard against the possibility of lack of information, Mr. Prescott states that letters sent to P. O. box 135 will receive prompt attention from the Secretary.

Mr. J. F. Roenigk, of the Philadelphia President of the League, sent a letter to Mr. Prescott stating that a number of speakers of national reputation were under promises to be present. The annual meeting bids fair to be a great success. Another meeting of the committee will be held next Wednesday.

### HITHER AND THITHER.

#### Movements of Pittsburghers and Others of Wide Amusement.

Frank McCloskey, the G. A. R. six-footer, who bagged the Burgettstown postoffice appointment recently over 12 competitors, was in Pittsburg Friday last on his way home from Gettysburg. Mr. McCloskey said that Washington county was on the boom; that a lively fair would be inaugurated on October 1, and that he would be present. The annual meeting bids fair to be a great success. Another meeting of the committee will be held next Wednesday.

### WILLIE AND WILHELM.

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## BIG CITY PROJECTS.

**A More Than Favorable Answer From Mrs. Schenley Received.**

### THREE YEARS HENCE FOR PARKS.

The Carnegie Library Gift With a Very Stent String Attached.

### WORKS FINISHED OR IN PROGRESS

The general public who read from day to day of such a sewer being commenced, or the paving of such a street being completed, rarely collates these announcements in the aggregate, and considers what a vast amount of city enterprises are pending or in course of construction. Chief Bigelow, of the Department of Public Works, when asked yesterday as to the nature, number and status of the various municipal enterprises now under way or consideration, said gravely:

"That is a question which involves more time on my part and space on yours than either of us can afford. Name the public works you wish information on and I will give you the most and best in my power."

This was a stammer, and feebly racking his memory, the querist, to gain time, asked: "How about the parks?"

Chief Bigelow—The park projects of Pittsburg are all in good shape and promise well. They will be completed in time. You mention the Schenley Park master. Well, yes; I have received a letter from Mrs. Schenley, and, although I do not care to make it public at present, I shall say that it is favorable, in fact more than favorable, and I am confident that all will be pleased with the outcome.

### WORK IN THE HILAND PARK.

The Hiland Park is progressing slowly but surely, and is even now an ornament to the city, of which the attractions and the benefit are already felt. The park upon the Allegheny, from Third street to the Sixth street bridge, will be an assured fact, and will show a good return for the investment. No, that block of business houses on Duquesne way, back of the river, was somewhat of a hindrance to the project, but the steamer Mayflower had engaged for the entire day.

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