



## COAL STRIKE MURDER

### FIRST BLOOD SHED IN WEST VIRGINIA.

Hungarian Kills a Pennsylvania Man Who Was Urging the Miners to Quit Work—Illinois Men Join the Strike—Great Northern Trouble.

BLUEFIELD, W. Va., April 23.—The coal strike has resulted in a murder here. Labor agitators from Ohio and Pennsylvania have been at work to induce the 5,000 miners of the flat Top region of West Virginia to strike. One of these agitators, Patrick O'Brien of Pennsylvania, met his death at Turkey Ridge at the hands of an enraged gang of Hungarian miners. O'Brien had finished an address to the mine workers, composed principally of negroes, Italians and Hungarians, in which he urged them to throw down their picks and demand better treatment and pay from the mine owners, when a Hungarian named Hansen sprang upon a box and besought his fellow countrymen to remain at work and provide for their families. A wrangle followed and O'Brien entered the saloon of Thomas McBride, leaving the miners in disgust. Hansen followed him and after some words the lie was passed when Hansen, backed by an excited crowd of Hungarians, drew his long-bladed knife and plunged it into O'Brien's body repeatedly, killing him almost instantly. The murderer then fled to the mountains. More trouble is feared.

### BLOODSHED IMMINENT.

#### Prospect of a Collision in Alabama Between Striking Miners and Soldiers.

BIRMINGHAM, Ala., April 23.—A collision between the striking miners and the constabulary and state troops is now imminent. At Patton, Walker county, the miners still at work insist that they will not join the strikers, while the men who struck insist that all shall join them, and they declare that not a pick shall go into the coal. The result is that the working miners at that point have been supplied with arms to protect themselves and Birmingham is being ransacked for more rifles and ammunition. A collision seems almost certain. Gov. Jones will get here and take charge of affairs. It is certain he will order out the state troops if needed and will not hesitate to fire upon the strikers in case they resort to violence. The situation at the Blue Creek mine, operated by the Tennessee Coal, Iron and Railroad company, is desperate. The workers at that point are frightened and threatened to quit. They made a demand for beer to keep their courage up. The local military, six companies strong, has received orders to be at the armories at 9 o'clock this morning prepared for active service. The officers of the Sloss Iron and Steel company and those of the Tennessee Coal, Iron and railroad company are thoroughly frightened. They are in consultation with the sheriff to see what can be done to protect working miners at Blue Creek and the convict prisoners at Pratt City and Coalburg. The strikers threaten to deliver the convicts and burn the commissaries, which, if attempted, will result in bloodshed.

### EIGHTY THOUSAND MINERS OUT.

#### These Are McBride's Figures—Coal Roads Will Be Seriously Affected.

COLUMBUS, Ohio, April 23.—President John McBride of the United Mine Workers' Union has received dispatches from Williamsport, Wellsboro, Hingham, Cleafield, Bellefonte, Gallatin, Pa.; Streator, Spring Valley, LaSalle, and Danville, Ill.; Ottumwa, Okskoosa, and Des Moines, Iowa; Evansville, Booneville, Oakland City, and Terre Haute, Ind., with scattering telegrams from other states, all telling of the success of the strike in the various localities. The strikers to-day, according to his revised figures, now number 80,000 men actually out.

"The strike is likely seriously to affect the coal roads which depend upon that traffic largely for their freight earnings," said a prominent official of the Hocking Valley road. "The miners suspending work in the Hocking Valley will materially affect the business of our road. It looks as if four-fifths of the freight crews would have to be laid off. The principal freight business of the Hocking Valley road is the coal traffic. Remove that and there is little for us to do. Not only the Hocking Valley will be affected, but other coal roads as well."

Besides the Hocking Valley other roads in Ohio affected by the strike are the Toledo & Ohio Central, Ohio Southern, Columbus, Sandusky & Hocking, Wheeling & Lake Erie, Cleveland & Marietta, Cleveland, Lorain & Wheeling, Cleveland & Canton, Baltimore & Ohio Southwestern, and nearly all the lines in Pennsylvania, West Virginia, Illinois, Indiana and other states where the strike prevails.

The Baltimore & Ohio and Pennsylvania systems will be largely affected, and the latter especially in Pennsylvania.

If the strike continues longer than a month a great many manufacturers may have to close down for the want of coal. The operators can supply their demand for at least a month to come, but at the expiration of that time the stock on hand will become exhausted unless the miners resume work before that time.

### DANVILLE MINERS JOIN.

#### One Thousand More Illinois Coal Diggers Vote to Go Out To-day.

DANVILLE, Ill., April 23.—The mass meeting of miners in this district was held south of the city yesterday and was attended by 1,000 miners. A vote

was taken and it was decided that all the men in this district should come out to-day. The majority of the men favored striking because the miners of Ohio, Pennsylvania, and Indiana have done so.

DECATUR, Ill., April 23.—The fifty miners at Niantic, Macon county, have joined in the strike. The Decatur miners will not join in the strike now, as they do not belong to the union, but probably will do so if it becomes necessary to show their sympathy with the miners at Pana and Lincoln.

### MAY BE TROUBLE AT PITTSBURG.

#### Strikers Will Endeavor to Force All Miners to Quit Work.

PITTSBURG, Pa., April 23.—An attempt will be made to get out all the men employed by the New York and Cleveland Gas Coal company at Sandy and Plum Creeks. The company employs 1,500 men, 500 of whom struck. The others do not want to strike and threaten trouble. Meetings for the purpose of getting men to strike will be held at Irwin and West Newton. The officials are waiting until the actual figures of the number of men out are obtainable. They think now that between 10,000 and 15,000 of the 18,000 miners in the district are idle. There was no disorder at any of the mines yesterday, and none is expected until the operators show a hostile hand. The authorities are prepared for any emergency.

#### STRIKERS CONTROL WILLMAR.

#### They Are Running the Minnesota Town but Let Mail Trains Pass.

WILLMAR, Minn., April 23.—"We want unconditional surrender and mean to have it," say the Great Northern strikers here. They have appointed patrolmen to watch the yards and see that no overt act is committed by either strikers or outsiders. The town is in the hands of the strikers, whose word is law. Every person in town who is not known is carefully watched and if necessary his baggage is searched to determine his identity. By the attitude they have assumed the strikers seem to invite the interference of regular troops. Mention of state militia amuses them. To send state militia there they say would be to inaugurate a bloody war.

"If the railroad wins the strike," said Archie Bogart, one of the leaders, "it means a death blow to labor. If we win it, then it means what we want—a death blow to corporations. We are determined that it shall be one way or the other."

The strikers both at Wellman and Litchfield are in full possession of the company's property and operate the locomotives at will. Sidetracked at Wellman by reason of the strike are seven freight trains. These cars for the most part contain merchandise, wheat, and lumber.

Yesterday afternoon a mass meeting of citizens and strikers was held and the result of good counsel is that all mail trains will hereafter be allowed to pass without interference.

ST. PAUL, Minn., April 23.—Traffic so far as passenger and mail service is concerned is now open on the Great Northern from St. Paul to Neche, N. D. It is believed that the strike is practically over now, so far as Minnesota and North Dakota are concerned, and the company can begin work on the states further west, taking them in order, one at a time.

An opinion by Acting Attorney-General of the United States Maxwell that "mail trains" are trains as usually made up that carry the mail and that to interfere with such is a violation of the statutes and punishable by fine and imprisonment has been submitted to Debs, who has given orders that the strikers let such trains alone.

ST. CLOUD, Minn., April 23.—The train bearing the deputy marshals that left here at 8 o'clock for the west reached Fergus Falls at 1:30 o'clock yesterday morning and left at 6:30 for Barnesville, arriving there at 8. The deputies met with no difficulties in getting out trains, though strikers complained much. Twenty-nine deputies remained at Barnesville to guard the companies' interests. A big train from the west went through here at 4 and another at 6. President Foster received a message from Hogan to send down a committee of three to-day with instructions that there would be no concessions. It is reported that the Hinckley and Osseo mixed trains carrying mails will be started out soon. Everything is quiet here.

NORTHERN PACIFIC MEN MAY STRIKE.

TACOMA, Wash., April 23.—The American Railway Union has perfected plans to demand of the Northern Pacific receivers for the immediate restoration of the old schedules or it will declare a strike on the whole system.

The union claims 90 per cent of all the employees east of the Pacific division

favor restoration and they declare 50 per cent of the Northern Pacific employees are members of the union and that the brotherhoods will join in the strike.

President Debs strongly favors restoration but thinks undue haste is dangerous and must be avoided.

THINKS THE COAL STRIKE CAN BE SETTLED.

CHICAGO, April 23.—Col. Rend is waiting for a reply from President McBride of the United Mine Workers as to the conference between the mine owners and miners as proposed by him. "If the conference is held and the men meet in a spirit of conciliation," he said, "I believe the strike will be of short duration."

RAILWAY EMPLOYEES TO FEDERATE.

BRIDGEPORT, Conn., April 23.—Three hundred employees of the Consolidated railroad company met here and voted in favor of forming a system of federation to be made up of the six labor organizations in which the employees are divided.

The organizations represented were the engineers, conductors, trainmen, firemen, telegraphers and switchmen.

## KELLY ON THE MARCH

### ARMY TRAVELS FROM WESTON, IOWA, TO NEOLA.

Many Farmers' Wagons Will Haul the Army to Avoca To-day—Given a Royal Reception by the People of Neola—Throughout the Country.

NEOLA, Iowa, April 23.—Gen. Kelly began his "on to Chicago" movement yesterday. He ended his day's march with a spectacular welcome which will be the talk of Pottawattamie county for the next decade. His 1,500 commonwealers were escorted over the winding clay road by the farmers, many of whom came twenty-five miles, with brass bands. It was the strangest spectacle Iowa ever saw. Well in front of the long line of battered humanity rolled the eighteen wagons of provisions, loaded heaping full, and as many more wagons were waiting in front of Neola city hall. They were the substantial evidences of the Iowa farmers' movement to feed and care for Kelly's army until the Mississippi river flows across the line of march.

This morning the farmers and citizens of Pottawattamie county massed 150 two-horse teams and box wagons in Neola and the entire Kelly contingent was carried to Avoca, eighteen miles further east. Tuesday morning the Cass county farmers will carry the army to Atlantic, twenty miles east of Avoca, and in relays of fifteen to twenty miles a day, either on foot or in farmers' wagons, the Kellyites will reach Des Moines. This is as far as the line of march is definitely known. Des Moines people have told Kelly that they would feed and house the army when it arrived at the state capital and held out strong hopes that from Des Moines the army would go to Chicago by rail.

Saturday afternoon Kelly positively declined to accept the invitation brought by 2,000 Council Bluffs workmen to go back to Council Bluffs and said that he would move east in the morning at 7 o'clock. He came within an hour and a half of making his word good, for at 8:30 o'clock the army broke its western camp and, escorted by fifty sympathizers on horseback, took the road to Underwood, six miles east. At 11 o'clock the little town was reached. Flags and streamers brightened the principal street and a platform built directly in the road was filled with committees of welcome. The women of the little village scoured out their wash-boilers and made barrels of coffee, which was served to the men as they sat in groups around the platform. The procession was received with honors usually conferred on dignitaries of high position, and the best people of the township vied with each other in lavishing hospitality on the ragged, tattered, sun-browned, limping privates of the commando army.

The men formed in columns of fours with military precision, for Kelly's discipline has developed an organized body out of a mob. He maintains a marvelous discipline over his men, whom he always speaks of as "my boys," and their loyalty and devotion to him are apparent to the most casual observer. He uses good grammar in his speeches and is a pleasant faced, determined looking, undersized man, who rules by tact, good humor and "horse sense." His good address to the people of Underwood pledged the army to peaceful methods and good behavior, and when he mounted the thoroughbred Morgan, which William Boylan of Council Bluffs gave him, the 1,200 persons who crowded around him cheered until the last commonwealer had disappeared around the curve. At Neola the scene at Underwood was repeated, the same enthusiasm being manifested.

The men were housed in livery stables, the city hall and vacant buildings, the city is theirs and they are knee deep in clover. The Chicago, Milwaukee & St. Paul road will begin running trains through to Council Bluffs when the army leaves Avoca but the Rock Island road is uncertain what to do, for Kelly's line of march parallels the road to Des Moines.

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