

THE LATE STRIKE.

Its Causes Are Looked Into by the Commission.

A. E. U. Men Testify—Debs Tell His Story—Reporters Say Hooligans Committed the Acts of Violence—Capital Has Its Turn.

IMPORTANT TESTIMONY.

CHICAGO, Aug. 21.—The first witness before the labor commission at the opening of the fourth day's session was Thomas W. Heathcock, chairman of the Pullman strike committee, who had been recalled. He said that the Pullman company's statement that the company's books might be looked over by the employees was merely a statement by one of the clerks. When the employees went to investigate the books they were refused. He said that the Pullman branch of the American Railway union was formed during the last of March and the month of April. Nearly all of the 4,000 employees of the company joined the union. Each man paid one dollar for the privilege of membership. Of all the employees between 2,500 and 3,000 lived in the houses of the company.

Miss Mary Abbott Wood, who worked in the electrical department at Pullman, was the next witness. She said she was a member of the American Railway union and was one of the Pullman strikers. Her father had died some time ago in the company's employ. She had to support her mother on the one dollar a day she received from the Pullman company. She lived in one of the Pullman houses and paid \$17.11 a month. Miss Wood showed the commission a notice of eviction, dated May 3, she had received from the company. She testified that she had paid her rent to April 30. The company, by mistake, had credited the rent to her sister. When she asked for a rectification she was refused. She had not yet been evicted.

Frank P. McDonald, a locomotive engineer on the Chicago and Great Western, was next called. He said that sometimes he was compelled to remain on continuous duty for 24 hours without rest. Mr. McDonald went into an extended account of the trouble on the Chicago and Great Western. It was caused by a strike of the company to reduce wages, which had been cut.

Mr. McDonald said he opposed the recent strike because he thought the American Railway union was not strong enough to fight the general manager in the hands of whom many men were out of work. He did not think the strike would be successful. He noted for the strike only because he was so instructed by his local union.

"I am opposed to strikes in general," said Mr. McDonald, "but when the federal government will do nothing for us, and we have no weapon but the strike, we must use it. If it were not for strikes the Pullman men in this country would be working for one-half the pay they are now getting."

Asked what he knew about the stoppage of mail trains, Mr. McDonald said that the Chicago and Great Western mail train No. 3 on June 28 last was "killed" by the management of that road and its crew was used to take out an excursion train to St. Charles. This mail train was obstructed by the railway managers and not by the strikers or the members of the American Railway union.

Mr. McDonald told the commission he was impossible for him to obtain employment after the Burlington strike, when he was blacklisted. The company's influence was used against him, he said, even to the extent of protesting to Gov. Foxworth that the Pullman men in this country were out of work. He did not think the Pullman men were out of work. He did not think the Pullman men were out of work. He did not think the Pullman men were out of work.

Arthur M. Wilson and Nettie M. West, employees of the Pullman company, testified as to the reduction in wages. He was recalled after he had been used to discover whether any Pullman men were citizens of the United States or not. He said he had had one man who was not a citizen, but he was not sure. He did not know whether the men selected by the company were citizens or not.

Gen. Miles contradicted the statement made by Mr. Wilson. He said that the Pullman men were not citizens of the United States. He said that the Pullman men were not citizens of the United States. He said that the Pullman men were not citizens of the United States.

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Mr. Keran said something of the condition of wages at Pullman because some forty men who were paying him for houses on the installment plan had come to him at various times and said they were owing to him on account of wages or security of work they could not pay as much as they had agreed to pay.

Paul E. Hermes, a news and stationery dealer in the Pullman shops, was the next witness. Mr. Hermes in one part of his testimony made the remark that there was a good deal of trouble in the Pullman shops. He said that the Pullman company was the one for a lengthy examination made by Commissioner Keran. He asked if drunkenness prevailed to any considerable extent among the strikers. The witness said that on many days the brewery workers of Kensington are kept running through Pullman from morning until night. He had seen drunken employees of the company on the streets of Pullman. He said that the Pullman company was the one for a lengthy examination made by Commissioner Keran. He asked if drunkenness prevailed to any considerable extent among the strikers. The witness said that on many days the brewery workers of Kensington are kept running through Pullman from morning until night. He had seen drunken employees of the company on the streets of Pullman.

Two reporters for Chicago evening papers followed Johnson and corroborated the testimony given Tuesday as to the character of the men engaged in acts of violence. Axel Lundgren, an employee of the Pullman company for the last thirteen years, was the first to take the witness chair Wednesday afternoon. He said in all his years of service for the company he had had no complaint to make as to wages or treatment. He had advised against the strike, although he was a member of the union, and had gone back to work when the opportunity was offered, surrendering his membership in the union and signing a contract to keep out of it. "We drew large wages for the first seven or eight years," he said, "and did not mind it. We all made good wages. A year ago June 1 was making \$2.55 a day. We used to make as much as \$4 on piece work, but they cut us down until now no one can make more than \$1.50 a day. It is a very hard life. I have \$50.00 for a four-room flat, and have my wife and mother to care for. Friends in the city tell me that the rent is not unreasonable, considering the conditions. I am glad to have my house. I did the strikers ever threaten you. Mr. Lundgren" asked Commissioner Keran.

"Well, some men hit my mother the other day after I had gone back to work and told her they would kill me. She is an old lady and didn't remember who made the threats. When I went back to work I gave up my card in the American Railway union and made a statement of allegiance to the Pullman company. I do not have anything more to do with it."

Fire Marshal John Fitzgerald appeared next with a record book and a copy of reports made

to Chief Sweth. The marshal said that his district included the territory south of Thirty-ninth, north of Fifth-fifth street, and from State street west to the limits, including the stock yards and all the railway systems involved in the strike at the stock yards. He said that he had kept a record of the fires and the railway property destroyed by fire within his territory during the strike and reported it to Chief Sweth. At Commissioner Keran's request he submitted his reports to the chief from July 5 to July 9 inclusive, which he said covered all the important fires in railroad property. The reports showed a total loss of 169 cars, 4 depots, 2 towers and 5 switch shanties.

"I attended pretty nearly all of these fires myself," explained the marshal. "The only fires we saw kindled were by boys. The oldest of them not more than 18 years of age. I have a pretty wide acquaintance with railroad men and did not see any of them interfering with the handling of fires or mingling with the crowd. I saw a few of them, but I know I helped our men to run a lead to a fire in cars. The crowds never interfered with us or our apparatus."

"The justifiable, one who came next, said he was a physician and surgeon, and since 1884 he had been in the employ of the Pullman company. It was his duty to look after injured employees and visitors. When an employee was injured he was taken to the hospital and the expense of hospital treatment necessary the company bore the expenses. Commissioner Keran asked him to answer some questions in the testimony of Rev. Mr. Wickham. The doctor said the man had been brought into his office with a piece of steel in his wrist. The steel was taken out and the wound treated as it required. The man had come in the next day and seemed to be getting along well, but the day following had failed to appear. On the third day he had gone to see the doctor and he never saw him again. He had been employed. That ended his professional connection with the case. There were no pieces of bone to be left in the wound as Dr. McLean asserted that the troubles at Pullman were in a measure due to the use of liquor by the employees. In 4,000 cases of injury the witness said he had seen the doctors refuse to pay all the expenses connected therewith, besides drug store bills amounting to \$170,000 monthly.

CHICAGO, Aug. 21.—On Thursday General Manager John A. St. John of the Rock Island railroad company, added his testimony. He presented a statement of the company's policy of the trouble on his road, and denied the existence of a blacklist so far as that road is concerned. Mr. St. John refused to allow the commission to publish or examine a copy of his records in connection with the Rock Island and Pullman companies; he answered, however, all questions put concerning the contract. Witness said the company was obliged to put the men in the strike, the others going out through intimidation; seventy-four had been reinstated; all had been taken back except those against whom there were charges. He said the cost of the strike, though it would reach \$800,000 or \$1,000,000.

At the opening of the afternoon session Mr. St. John said he thought the employees of the company who acted as deputy marshals were taken of the pay rolls and were to be paid by the government. He said he thought the employees were engaged in the strike, the others going out through intimidation; seventy-four had been reinstated; all had been taken back except those against whom there were charges. He said the cost of the strike, though it would reach \$800,000 or \$1,000,000.

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FATE OF MINERS.

Thirty-Seven of Them Perish in an Oregon Shaft.

Fire Followed by a Deadly Explosion—Four Killed in a Colorado Mine and Two in a Colliery in Pennsylvania.

NEARLY TWO SCORE SLAIN. TACOMA, Wash., Aug. 21.—Thirty-seven miners of mixed nationalities were killed Friday afternoon by an explosion in the Oregon Improvement company's coal mine at Franklin, King county, 34 miles southeast of Seattle. The miners were trying to save the mines from destruction by fire when the explosion occurred. Franklin is a coal mining town on the west slope of the Cascade mountains, and the usual heartrending scenes were enacted about the entrance of the mines when a list of the killed and missing miners was made out. This is the mining district into which colored eastern miners were brought two years ago, resulting in a running fight with the strikers and several deaths. Negro and Swede miners predominate among those killed. Most of them have families.

At 12:15 a. m. a fire was announced by some of the drivers on the sixth north level, and notice was given to the men inside, who were working in different places, some in the breast about the level and others along the gangway, as soon as it was known there was a fire. Many of the men in the gangways, suspecting what was coming, rushed back to notify the miners further in that a fire was burning, while others rushed out and reached the main shaft. It is certain that all the men in the breast reached the gangway in safety. In all about seventy men were at work in the sixth level north, and of that number about forty lingered at breast 62, where the fire originated, and made an attempt to put out the fire. The breast was burning fiercely, and before the miners knew it the fire had communicated to breasts 63 and 61 and smoke began to issue from breast 61 at that immediate vicinity. Several of those who lingered at the burning breast 62 took warning and fled, but all who remained were overcome and asphyxiated.

It is evident all the men had time to get out, for those who worked in the further breast reached the shaft in safety, while those who were nearest the shaft and consequently more removed from danger, perished. They evidently believed they were in perfect safety from the fire, but while they lingered the smoke oozed out from the outside place further south and the bodies were all found south of breast 62. They were all found within a space of 500 feet.

Several of those caught were not instantly killed and a desperate attempt was at once made by their comrades to rescue them from the flames. The entire mining community of Franklin laid to flood slope 62, in which the bodies of the miners lay. When the bodies of the dead miners were reached many were found to be in line, as if simultaneously overcome by stifling smoke. Some had been smothered and were not out or even bruised. All were dead before assistance reached them. When the superintendent found it necessary to call for volunteers to go into the mine there was great excitement. The first man to volunteer was George Smalley, a negro, who, with two others, was lowered down the 1,100-foot slope to the sixth level. There he met men from the sixth level south, who were doing all they could to rescue men from the north end of the level. Other rescuers went down from the surface and Smalley, C. C. Todd, John Adams and John Morgan found the body of the first man in the gangway about 1,000 feet in from the slope. The body proved to be that of John Q. Anderson and was pulled to the top of the slope. The arrival of Anderson's body on the surface, women and children there that night.

At 3 o'clock the last of the thirty-seven bodies was recovered and then the people began to quiet down. Many of them were completely prostrated with their violent grief and devoted their time to methodically caring for the dead. The origin of the fire in breast 62 is supposed to be due to spontaneous combustion caused by refuse and screening in the bottom of the breast-slacking and catching fire.

ASHLAND, Pa., Aug. 21.—Two men were killed and eleven injured by an explosion of gas in the Gilberton colliery near this place Friday afternoon. Those dead are William Birmingham and Frank McCormick. The explosion, which occurred shortly after noon, was primarily caused by a fall of coal, which became dislodged by the mining operations. This released an immense volume of gas and at the same time forced it along the gangways to a distance of more than 1,000 yards, stifling and choking the miners as it swept along. Finally it reached a gang of miners who were working with naked lamps, and instantly ignited. An explosion, which shook the earth and was heard by the people in their homes above, followed. Flames and smoke burst from the mouth of the pit, and inside and out there were scenes of frantic terror. Rescuing parties were organized and the men were brought to the surface as rapidly as possible.

Of the two thousand girl students in the London Guildhall school of music about three hundred are studying music. Mrs. GAYDON—"Is your husband's yacht a centerboard?" Mrs. BOOZELEIGH—"No, a sideboard."—Town Topics.

By the eleventh census Maine, Vermont, North Carolina, Iowa and Arizona had each one Japanese resident.

The goose should have good pasture. The cow does not need grass more than the goose does.

THE NEW TARIFF RATES.

Reductions Made by the Senate Bill as Compared with the McKinley Act.

The following is a statement of the average ad valorem rates of duty of the McKinley law and senate bill, with the percentage of reduction made by the senate bill on the under-mentioned articles:

Table with columns: Article, McKinley, Senate, Per cent. Reduction. Items include Camphor, refined; Sumac, extract of; Opium, prepared for medicinal purposes; etc.

RIVER AND HARBOR BILL.

It Becomes a Law Without the President's Signature.

WASHINGTON, Aug. 20.—The river and harbor bill, carrying \$11,479,189, has become a law at midnight Saturday night without President Cleveland's signature. The legal limit of ten days having expired within which he could sign or veto it. It is the third time since Mr. Cleveland's two terms that a river and harbor bill has become a law without his approval, the only other bill of this kind submitted to him having been vetoed. Fears were expressed up to a late hour Saturday that the present bill would be vetoed, as Mr. Cleveland made it known several months ago that he did not want the total of the bill to exceed \$10,000,000. Aside from the amount carried by the bill the sundry civil appropriation bill also carries \$8,400,000 for river and harbor contracts, making a total for this class of work of \$19,879,189. This is about \$2,000,000 less than the amount given for river and harbor work for the first session of the last congress. An important feature of the new bill is that it authorizes no new contracts.

Shocking Mangled by a Train. Mexico, Mo., Aug. 23.—Jake Morris, aged 17 years, fell from a freight train. His head was severed from the body and he was also cut in two at the abdomen.

Paint Factory Burned. Erie, Pa., Aug. 24.—The paint factory of Howe, McClure & Co. and the warehouse of Watson's paper mill in this city were destroyed by fire, involving a loss of \$60,000.

SUFFERING AT PULLMAN.

Gov. Altgeld Inspects the "Model City."

Appeal of a Destitute Community—A Tour Among Those in Distress—Pullman Urged to Help Former Employees—Altgeld Issues a Proclamation.

ASKING FOR AID. SPRINGFIELD, Ill., Aug. 21.—The following letter has been received by Gov. Altgeld:

"KENSINGTON, Ill., Aug. 20.—To His Excellency the Governor of Illinois: We, the people of Pullman, who, by the greed and oppression of a condemned Pullman have been brought to a condition of starvation, and are in the face of our hourly appeal to you for aid in this, our hour of need. We have been refused employment and have no means of leaving this city and our families are starving. Our places have been filled with workmen from all over the United States, brought here by the Pullman company and the surplus were turned away to walk the streets and starve. Also there are over 1,000 families here in destitution and their children are in the face of our hourly appeal to you for aid in this, our hour of need. We have been refused employment and have no means of leaving this city and our families are starving. Our places have been filled with workmen from all over the United States, brought here by the Pullman company and the surplus were turned away to walk the streets and starve. 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