

## MILITIA CALLED OUT

### Mayor Schieren Finds Troops Absolutely Essential.

### STRIKERS EAGER TO RETALIATE

When They Heard the News They Resolved to Try to Get All

Trades to Quit Work.

### POLICE ENTIRELY INADEQUATE

Superintendent Welles Admitted That

Last Night—Resort to Revolvers by Men in the Mobs.

The State troops have been called to arms in Brooklyn to prevent further violence on the part of the striking motormen and conductors of the trolley roads.

After a prolonged conference with Corporation Counsel McDonald and Police Commissioner Welles, Mayor Schieren last night requested Brig. Gen. McLeer to call out the entire Second Brigade.

The call was transmitted by the Mayor through Sheriff Buttlng.

The troops were gathering in the different armories during the night, and early this morning they will be on guard at the railroad car stables.

A general attempt is to be made to-day to start up the roads involved in the strike.

The Mayor was slow to appreciate the urgent necessity for adequate protection to the railroads and the public, but he was prompt to act when he finally realized the situation.

It would seem that Mayor Schieren had been relying too much on the delusive representations of police officials who claimed they were fully able to handle the strike.

The irresolution of the rank and file of the police in dealing with the strike is explained by some to be due to their temporizing and irresolute superiors.

### THE MAYOR'S CALL FOR TROOPS

He Declares There Appears to be Imminent Danger of Tumult.

The following is a copy of Mayor Schieren's call for the State troops:

"To the Comanding Officer stationed in the City of Brooklyn, Gen. James McLeer:

"Sir: It appearing to me that there is imminent danger of a breach of the peace, tumult or riot, pursuant to Section 162 of Chapter 559, of the laws of 1893, entitled 'As amended by Chapter 457 of the laws of 1894, an act in relation to the militia, constituted Chapter 62 of the general laws (a copy of which is appended), and to any other law in such case made and provided, I, Charles A. Schieren, as Mayor of the City of Broklyn, hereby call for aid upon the commanding officer of the National Guard, stationed in Brooklyn.

"Section 162, 'In case of any breach, tumult, or riot, or resistance to process of this State, or imminent danger thereof, any Sheriff of any county, or the Mayor of any city, may call for aid upon the commanding officer of the National Guard stationed therein or adjacent thereto. The commanding officer upon whom the call is made shall order out in aid of the civil authorities the military force or any part thereof under his command, and shall immediately report what he has done and all circumstances of the case to the Commander in Chief.' "

### FOR A STRIKE OF ALL TRADES,

Leaders' Methods of Retaliation for Ordering Out the Militia.

The leaders of the railroad strike were holding a meeting at Throop Avenue and Hopkins Street, when information was received of the calling out of troops.

They decided as a retaliatory step to use every effort to call a general strike of all the trades in Brooklyn.

The announcement was received with amazement and indignation at the strikers' headquarters.

Said one of the leaders: "I am afraid that this step will lead to violence. It has been hard to restrain the men hitherto, and I am afraid they will regard this latest move as an indication of a coalition between the authorities and the railroad corporations.

"It is impossible to say what action the Executive Board will take in the matter, but they will hold a meeting the first thing in the morning."

### BROOKLYN OFFICIALS CONFERRING

It Took a Long Time to Decide to Ask for the Militia.

The Brooklyn officials were stirred to final action yesterday by a letter from President Norton of the Atlantic Avenue Railroad demanding more protection.

President Norton had written to Police Commissioner Welles Thursday night notifying him that the company would attempt the next day to open the Seventh Avenue and Bergen Street lines.

When yesterday came the company found itself unable to operate the Seventh Avenue and Bergen Street lines because of a lack of police.

The police still held to the "go-slow" policy.

Commissioner Welles sent the following letter to President Norton at noon, in explanation of his failure to provide adequate protection:

"Dear Sir: I have given very careful consideration to your letter of the 17th inst.

delivered to me late last night, and have conferred on the subject matters with his Honor the Mayor.

"In common with the entire public of the city, we desire that the complete service of your railroad lines, as well as that of others, should be peacefully restored to its ordinary condition in the shortest possible time.

"Will you please inform me whether the lines which you have already started are equipped with the complement of cars and are making approximately the same average number of trips per diem as they did, say, during the year 1914? My idea is that each line as started should be brought to its ordinary condition in order to secure reliable service for the public and the most complete protection for parties who use the cars rather than that a few cars should be started on a number of different lines.

"Will you also inform me of the number of cars that you are ready to start on any line or lines which you may care to name, and whether such number is the number which you have heretofore ordinarily used? My single duty is the preservation of the peace, and I propose to see that it is preserved. Should it become apparent that my present force is inadequate to that end, I shall promptly report to his Honor the Mayor."

To this letter President Norton sent the following reply:

"We are ready to run the various lines of the Atlantic Avenue Railroad Company. We have got the necessary motormen and conductors, and are awaiting proper police protection.

"The public demand that we should run our cars, and it is my business as President of this company to see that they are run.

"If you cannot furnish us the necessary protection, advise me at once, and we will go ahead without it. I insist that every car on the Atlantic Avenue Road should be run, and propose to see that they are run forthwith.

"As a corporation we cannot afford to lose the business we are entitled to, or to incommode the public any longer. The question of arbitration and compromise has passed. The employees have discharged themselves, and are not willing that others should take their places. It is my intention to open the Seventh Avenue, Ninth Avenue, and Bergen Street lines at 7 o'clock to-morrow morning, and I now give you notice, so that you may furnish us with the necessary facilities in the way of police protection. If not done, we will hold the City of Brooklyn and Kings County for any damage resulting.

"Prompt, vigorous action seems to be all that is necessary."

Commissioner Welles sought Mayor Schieren, and the latter called Corporation Counsel McDonald into conference. The advisability of calling out the militia was discussed.

The Mayor sent a request to the State Board of Mediation and Arbitration, then in open session in the Common Council Chamber, for a definite statement of the final position of the roads toward their employees.

The board returned the following reply to the Mayor:

"During the last four days this board has had a number of meetings with the Executive Board of District Assembly 75, Knights of Labor, who are acting in behalf of the men; has held conferences with that committee and President Wicker of the Queens County and Suburban Railroad Company, together, and with President Partridge of the Railroad Company and the Brooklyn Heights Railroad Company, and President Norton of the Atlantic Avenue Railroad Company, separately.

"In the case of the Brooklyn City and Newtown Railroad Company, the board succeeded by mediation in effecting a settlement at 2 o'clock yesterday (Thursday) morning.

"In the case of the Queens County and suburban road, negotiations were in progress all day yesterday and up to 12 o'clock last night with the result of substantial agreement upon all points in dispute, except the final one of re-employment of the men out on strike. The negotiations were broken off.

"In the cases of the Brooklyn Heights and Atlantic Avenue systems, Presidents Lewis and Norton respectively refused to enter into negotiations on any kind. The prospect of a peaceful termination of the strike now on, by mediation or arbitration, is not favorable."

Mayor Schieren then reassembled his council of deliberation, and added to it City Works Commissioner Alfred T. White and Police Inspector John Mackellar.

There was a commotion over the fact that Superintendent Campbell was called to the conference.

A message was sent to the Brooklyn City Railroad and the Atlantic Avenue Railroad asking them to send word as to the extent of protection needed.

President Norton sent a reply that he would attempt a general start-up to-day if given requisite protection.

President Lewis sent his general counsel, Mr. Morse, with a typewritten statement of the branches his company was prepared to operate.

President Wicker of the Broadway system came in person and explained that he had nearly 200 men, whom he would put on cars as soon as he was given protection.

After a prolonged discussion, the Mayor's conference adjourned.

The Mayor refused to say what had been determined on.

After the adjournment of the Mayor's conference late in the afternoon, Police Commissioner Welles and Inspector John Mackellar returned to Police Headquarters.

The Commissioner issued an order calling upon the Captains of the various precincts to meet at Headquarters at 9 o'clock last night. Then a long consultation was held with Sheriff William J. Buttlings.

Sheriff Buttlings asked Commissioner Welles if the Department was able to cope with the situation. This the Sheriff has done for three nights, and each time has received an answer in the affirmative.

Commissioner Welles declared that the situation was so serious that the police were no longer able to cope with it.

Commissioner Welles hastened to the Hamilton Club, where he conferred with Mayor Schieren, and a conference subsequently took place at the Mayor's office.

An orderly of Gen. McLeer's staff was present, and the Mayor's requisition for troops was given to him.

As soon as the requisition of Mayor Schieren was served on Gen. McLeer, who has been confined to his house, 445 Halsey Street, Brooklyn, for a week, he sent out a general order, summoning the entire Second Brigade to arms at once.

There are four regiments in Brooklyn, a battery, and a separate company. They are as follows:

Thirteenth Regiment, Auster and Jefferson Avenues; Col. David E. Austin.  
Fourteenth Regiment, North Portland Avenue and Auburn Place; Col. Harry W. Michell.  
Twenty-third Regiment, Bedford Avenue, near Atlantic Avenue; Col. Alexis C. Smith.  
Forty-seventh Regiment, Marcy Avenue and Heyward Street; Col. John G. Eddy.  
The (Battling) Battalion, Belmont Avenue, near Myrtle; Capt. Henry S. Rasquin.  
Seventeenth Separate Company, Flushing; Capt. Frank U. Bell.

The strength of the regiments is as follows:

Thirteenth Regiment..... 647 men  
Fourteenth Regiment..... 681 men  
Twenty-third Regiment..... 815 men  
Forty-seventh Regiment..... 500 men  
Seventeenth Separate Company.. 60 men  
Third Battery..... 76 men  
Total..... 2,838 men  
Of these men 149 are officially classed as sharpshooters.

Gen. McLeer will be at his office, at Bridge and Broadway, in the Hall of Records, early this morning, and he will then assign the men.

The troops are to centre at the following car depots: Hamilton Avenue and Bush Street, Fifth Avenue and Twenty-third Street, Ninth Avenue and Twentieth Street, Bergen Street and Sumner Avenue, Broadway and Halsey Street, Tompkins Avenue and Fulton Street, and Flatbush.

While Companies I and G of the Thirteenth Regiment were drilling at the armory last night, Major Clayton of Brig. Gen. McLeer's staff arrived with orders for the regiment to assemble immediately. The men were detained there, and at 1 o'clock over 300 had reported.

Col. Austin expects to have 700 under arms to-day. Every provision has been made to feed the men in the armory.

Col. Austin is the senior officer of the brigade after Gen. McLeer, and, in the event of Gen. McLeer being disabled, Col. Austin would have command.

At the Twenty-third Regiment Armory the men are assembling rapidly, and it is expected that 700 will be under arms to-day. The Rev. Lindsay Parker, the Chaplain of the Regiment, was among the earliest of the officers to report.

The troops of the Twenty-third Regiment were the first to reach their armory in considerable numbers.

The men of the Gatling Battery were the first to get under arms. They were all ready for marching orders by midnight.

Some of the troops will be concentrated at the car stables as early as 5 o'clock this morning, on the Flatbush and Fifth

Avenue lines, to cover the sending out of the United States mail cars.

The general cases will be sent out, as a rule, beginning at 8 o'clock.

### INADEQUACY OF THE POLICE.

Seemed to be Afraid of Offending the Strikers—Troops Will Be Welcomed.

The news that the militia had been called out was hailed everywhere in Brooklyn last night with satisfaction, and the step taken by the Mayor was universally regarded as the only way of affording the railroads and the citizens proper protection.

It has been evident from the beginning of the strike that the Brooklyn police were unable to cope with the situation.

In the minds of many citizens the police have seemed to be afraid to do anything to offend or restrain from lawlessness an organization of 5,000 men which might play a retaliatory part in the next Mayoralty election.

The rank and file of the police have acted in a timid, half-hearted manner. They have shown themselves unable to afford the protection they should to the roads and the public.

The only heads broken have been those of non-union men, and of the police themselves. Few strikers have been arrested. Under this condition of affairs the strikers have grown bolder day by day, and their violence culminated yesterday in wanton assaults on passengers on a car on the Putnam Avenue line.

Mayor Schieren has been commending the strikers for what he called their general good conduct. Under this attitude a reporter for The New-York Times on Wednesday he declared there had been no riots—only a few disturbances.

"Call them disturbances, not riots," said the Mayor.

The Mayor also commended the police, and he insisted up yesterday that the police were competent to deal with the situation.

Day by day the strike has dragged, owing to the inadequacy and inefficiency of the police protection.

Police Commissioner Welles has prevented the roads from making any general effort at resumption of operations on their lines. He has virtually taken the roads under his control, and has counseled the railroad officials to go slow. He has advised them to open their lines one by one.

As there are nearly fifty lines involved in the tie-up, such a course of procedure would keep the strike dragging on for at least three weeks or a month, provided the old men did not, meantime, return of their own accord to work.

### DISPERSED BY MOUNTED POLICE

Strikers Were Kept Off Atlantic Avenue After They Had Stoned Cars.

The Atlantic Avenue system was the scene of incipient riots yesterday, particularly that portion in Fifth Avenue between Carroll and Twenty-third Streets. The first car, run out shortly before 7 o'clock, was followed by others, until thirty were in operation, practically the full complement of the Fifth Avenue line. On both platforms were policemen, but, as the strikers made no demonstrations, one man on each car was taken off.

This fact became known to the strikers and their sympathizers, and they began to congregate at First and Fifth Streets.

Edward Ehret, fifteen years old, grabbed the string of a trolley pole and pulled it off the wire. A policeman caught him by the nape of the neck and gathered him in. A crowd of strikers hooted, but the car was permitted to proceed without further molestation.

Car No. 95 was held up later at Union Street. The strikers induced the motorman and conductor to desert. The car was pushed back to the stables by another car.

But, shortly before noon, serious trouble arose at First Street. A delivery wagon was drawn across the track by the strikers. The next car, when it reached the obstruction, was surrounded and the motorman dragged off. To make the best of a bad job, he joined the strikers.

Conductor Bennett refused to desert his post. Stones were thrown at him and he was badly mauled. The few policemen on hand were unable to cope with the mob, and a call was made for reinforcements. Just as the crowd made a final dash for the conductor and attempted to pull him from the platform, a squad of mounted police arrived and dispersed the mob.

Bennett pointed out a man as the leader of the strikers, and he was chased by mounted police up First Street. He took refuge in a house, which the policemen claimed they searched. But they could not find the man.

The police who remained at the car arrested Lawrence Ziegler, a striking motorman, whom they charged with entering the car and "burning out" the motorbox, and Charles Murray, another striker, who was charged with attempting to break one of the trolley poles.

Extraordinary precautions were then taken by the police. No one was allowed to stand on a corner, and when strikers gathered, they were chased into side streets.

Mounted policemen, in couples, constantly patrolled the streets in the neighborhood of the depot to force an increase to a Captain, an Inspector, four Sergeants, and seventy-five policemen.

This show of force subdued the strikers, who contented themselves with shouting "Scab!" and then beating a retreat. The cars were withdrawn at dark.

### SHOTS FIRED BY STRIKERS.

One Caused a Woman in a Car to Faint—Big Mobs Chased.

The strikers have evidently determined that they who patronize the trolley cars, as well as they who run them, shall suffer, for, yesterday, several wanton attacks were made on passengers as well as motormen and conductors.

In several instances shots were fired into cars and persons riding in them narrowly escaped being murdered.

The determination of the Brooklyn City Railroad Company to run cars on the Putnam Avenue and Halsey Street line made the strikers ugly. They gathered around the station at Halsey Street and Broadway at 7 o'clock, and when the first car went out, half an hour later, they followed it for several blocks, calling to the motorman and conductor to get off.

The police reserves chased the strikers away.

Eugene Nesbitt, a striker, threw a stone through a window. He then sought refuge in a house, and tried to escape into the rear yard, but several policemen captured him.

As the day advanced, the mob in the vicinity of the depot increased, but by charging the crowds with drawn clubs and riding them down on horseback the police kept them in pretty good order.

Gangs of strikers patrolled Halsey Street and Putnam Avenue, but the police kept sharp eyes on them and prevented them from doing mischief.

But shortly before 11 o'clock a crowd of strikers stopped in Putnam, near Classon Avenue, where there happened to be no policeman, and waited for a car.

The first was Car 1,310. It was not guarded, and the strikers surrounded it, compelled the motorman, whose name was Bolger, to stop, and, swarming on both platforms, dragged Bolger and the conductor into the street and beat them. Bolger ran away, but E. A. Spink, a passenger, defended the conductor. The strikers then attacked Mr. Spink and knocked him down.

Many stones were thrown, and Patrick Jordan, a striker, fired a pistol. The bullet barely missed Mr. Spink's head.

The report of the pistol alarmed policemen in Fulton Street, and they ran to the rescue of the car. For a few minutes there was a lively battle.

The crowd threw stones at the policemen, and the latter drew their revolvers. The mob retreated. Jordan was arrested. Bolger returned to the car and continued his trip.

Another shot was fired at 1 o'clock in Halsey Street near Saratoga Avenue. A charge was made upon a crowd there by the police, and a striker turned and fired a bullet through a car window. A woman passenger fainted, and was assisted from the car, which proceeded on its way.

The Brooklyn City Railroad Company decided to run a few Halsey Street cars from Grand Avenue to Tompkins Avenue, and Inspector Mackellar was ordered to send policemen from the Halsey Street depot to the depot at Fulton Street and Tompkins Avenue. He took a squad of men and a portion of the mounted squad to the depot at 2 o'clock. There they waited for developments.

Car 1,332 appeared, followed by a crowd, which was driven down Tompkins Avenue. The car then started down Fulton Street. It had gone but a short distance when a

bottle thrown from a window, narrowly missed striking Inspector Mackellar. He became angry and ordered the street cleared.

A crowd of strikers marched from Brooklyn Avenue into Fulton Street and proceeded down the street. They met Car No. 1,330 near Nostrand Avenue. No policemen were on the car. Not a policeman was in sight. The mob ordered Motorman Thomas Price and Conductor Groom to leave the car. They refused, and the strikers attacked them. Groom was severely handled, and as quickly as possible made his escape and disappeared.

When Price attempted to defend his car, the strikers seized the key of his motor and struck him on the head with it. He dropped to the floor senseless, and was kicked and beaten and dragged into the street.

The Rev. Fathers Langley and O'Brien of the Church of the Nativity ran to the assistance of the motorman. They sprang into the thick of the strugglers and laid about them with their fists. Some of the strikers fell back and Price was allowed to get up. He was assisted to a drug store.

Still no police appeared, and the strikers turned their attention to the car and exerted their best efforts to overturn it. They were about to accomplish that feat when a number of policemen appeared and they desisted. Three cars arrived and the four were joined and proceeded together to the depot. Several attempts were made on the way to break windows.

James Moran of 1,501 Dean Street, and Michael Conroy of 511 Pacific Street, rolled several ash barrels on the track. They were arrested.

When one of the cars was near the depot a stone was thrown through a window, and a woman passenger was almost struck by it.

Cars were run on this line until 5 o'clock. A number of windows were broken, but no one was hurt.

When the strikers found that they could not do much harm in Fulton Street, they swung into Halsey Street and Halsey Street to intercept cars there. But a favorable opportunity was not presented, and at Tompkins Avenue they turned into Hancock Street and marched up to Sumner Avenue.

The mob became larger every moment. The men walked solidly together, and swung into Halsey Street again without interference. There was no policeman within a block. No car appearing, the men marched on toward the Halsey Street depot. Pickets were stationed at points along the street, and they whispered instructions to the strikers, who communicated quickly with each other. Groups of policemen were encountered further up the street, but they made no attempt to stop the procession, which now numbered fully 10,000 men. Several attempts were made to attack cars, but the strikers seemed to lack courage.

The mob proceeded to the vacant lots near the depot, and there the men gathered and stood as if preparing for an attack. Police Captains Dunn and Short saw the mischief brewing, and the mounted squad was ordered to disperse the mob. The mounted men made a dash into the crowd, and the men fled before the onslaught like chaff in a wind.

Edward Duffy of 355 Van Buren Street threw a stone at Mounted Policeman Nicholas, who fired a shot in the air, and chased him. Duffy fled to Broadway and entered a saloon, where he was captured. That was the most exciting incident of the afternoon at that point.

The last car of the Putnam Avenue line was called into the depot at 5:30, and the new men were kept all night in the loft. Thirty-eight cars were run on that line yesterday.

### ARBITRATORS GIVE UP TRYING.

Mr. Lewis Says with More Police Protection All Lines Could Be Operated.

There was no further attempt yesterday on the part of the State Board of Mediation and Arbitration to settle the strike by conferences with the railroad officials. The Brooklyn City and Atlantic Avenue Roads refused to entertain any propositions.

The board gave a public hearing at the Common Council Chamber, in the City Hall, in the afternoon.

President Daniel F. Lewis of the Brooklyn City Road appeared in answer to a subpoena. He was closely attended by the special detective who has been on guard during the strike outside President Lewis's office in the Traction Building.

The detective sat near President Lewis while he testified, followed him wherever he went, stood by him while he stopped in the corridor to talk to Corporation Counsel McDonald, and walked at his heels when Mr. Lewis returned to his office.

President Lewis told the State Board of Mediation and Arbitration of the circumstances leading up to the strike. He said the road refused more wages to the men because the earnings did not allow an increase of wages.

"The company," he said, "did not agree to fewer trippers because that really meant more wages for the men."

Mr. Lewis said that the Executive Committee of the men had secretly ordered the strike without giving him time to issue a circular letter to his men, setting forth the reasons why the company could not accede to their demands.

It was not true that the company took the initiative in the strike by discharging the electrical workers last Sunday night.

"We merely laid off the electrical workers," he said, "until the strike was over. They had charge of delicate and expensive machinery, and we felt we could not trust them around the cars during a strike, in view of the fact that they were also included in the men whose wages were demanded to be raised."

"Can you run your cars?" asked Chairman Purcell.

"We are not properly protected," said President Lewis. "and we are advised by the local authorities not to run any more branches at present."

"If we had more police protection we could run every line in our system—not at first with a full complement of cars, but in a short time we could be in full, regular operation."

"Are you willing to take back your men?" asked Chairman Purcell.

"Since the beginning of the strike," said Mr. Lewis, "I have emphasized it to the press that we want our men to return. We will, however, require the men to make individual application. We will not treat with anybody. We have hired a large number of new men."

"As I understand it," said Commissioner Peasey, "you are not willing to make any concessions, and you will not arbitrate?"

"That's right," said Mr. Lewis. "What proportion of the old men can you take back?"

"One half, if they are prompt."

John Giblin of the Executive Committee of the strikers was permitted to question President Lewis. He piled him with queries relating to the negotiations between the company and the men previous to the strike. Mr. Giblin put some sharp questions, and President Lewis made some snappy answers.

### NON-UNION MEN ATTACKED.

One in the Hospital May Die of a Fractured Skull.

The second car to leave the Hamilton Avenue station of the Court street line early yesterday morning was stopped by a crowd of strikers at Huntington Street. They ordered the motorman off the car. The two policemen jumped from the platforms and dispersed the strikers.

At First Place another crowd of strikers stopped the car, and induced the non-union motorman to desert. The car was stranded and stood there until men arrived from the stables and ran it back. There were no arrests.

There were no further efforts to molest the cars of this line during the day.

Patrick Cullen, a striker, of 91 Fifty-ninth Street, got into the stable in Hamilton Avenue at 5 o'clock yesterday morning, and assaulted Robert Henderson, an electrician. Cullen was arrested.

Ernest Hirsch of 123 Hudson Street, Hoboken, a non-union motorman on the Putnam Avenue line, was attacked by a num-

ber of strikers last night on the platform of the downtown station of the Brooklyn elevated railroad at York Street.

The strikers had followed Hirsch from his work, and when he got out of the train at York Street, they made a rush for him, and one struck him on the head with a heavy piece of wood, which was knocked to the floor of the platform, but managed to get up and escape.

The strikers made their way down the steps of the station and ran off. Hirsch was taken to the City Hospital, where a heavy piece of his skull was fractured. There were no arrests.

### THE MEN APPEAR CONFIDENT.

Will Appeal to the Public for Funds to Send Non-Union Men Home.

The strike leaders maintain an air of confidence. They asserted yesterday that of 1,900 cars that should be in operation, only 62, by actual count, were being used, and that, to all intents and purposes, the tie-up was just as complete as it was on the first day of the strike.

The local leaders, under direction of the Executive Board, continued their missionary efforts among the non-union men employed on the Atlantic Avenue and Brooklyn Heights Railroads, with, according to reports received at headquarters, 407 Bridge Street, gratifying success.

They claimed that they had secured twelve desertions in Court Street and five on the Flatbush Avenue Line.

On the Atlantic Avenue system the strikers assert they have got away fifty-seven of the men imported.

The non-union men, upon being won over are taken to headquarters in Mudge's Hall and fed. The strikers have been paying for their transportation to their homes, but, finding this a serious tax upon their resources, Master Workman Connelly yesterday asked the Charities Commissioners if they could not assist in paying the fares. On being informed that the board had no fund at its disposal for such purpose, Mr. Connelly announced that the Executive Board would make an appeal to the public for funds.

"We still have every confidence of winning," was the reply vouchsafed by Master Workman Connelly, when asked by a reporter for The New-York Times how the strikers viewed the situation.

"We don't worry," he continued, "over the refusal of Presidents Lewis, Norton, and Wicker to listen to our appeal. We feel as long as the Presidents can afford to let their companies lose thousands a day without necessity, just so long can we make a sacrifice of ourselves for a principle. We have had several offers of money from business men to aid us in our fight."

### CITIZENS CALLED ON THE MAYOR

He Told Them the Administration Was Doing All It Could.

Two delegations of citizens called on Mayor Schieren yesterday to request him to take steps to end the strike.

The first was headed by C. Fred Adams. It presented to the Mayor the resolutions adopted Thursday night by the business men's mass meeting, at the Athenaeum.

Alfred J. Wolf said the railroads should be obliged to furnish transportation to the people.

Mr. Adams asked the Mayor to do everything in his power.

"The administration," said Mayor Schieren, "has done all it can do to bring about a settlement. How can the roads perform their functions, when they are stopped from doing anything?"

"The police could protect them," said Mr. Adams.

How many policemen do you think it would take, asked the Mayor. The City of Brooklyn is powerless with its present police force to protect every car with two men."

A number of Fifth Avenue merchants called on the Mayor. They were headed by Max Holzer. They complained that their business was suffering seriously by the tie-up.

The Mayor said the administration was doing all it could. He promised to get the Common Council in the near future to pass an ordinance requiring all motormen to have a license.

### ALUMNI OF YALE AT DINNER

Ex-Judge Howland Eulogizes Dr. Depew and Defends Capt. Hinkey of the Football Team.

The large ballroom at Sherry's last night echoed and re-echoed with the sharp "Rah! Rah! Rah!" of old Yale, and the storm of song awakened by the strains of an orchestra discoursing airs dear to every Yalensian must have been heard even by those sons of Eli who have long since ceased to take an interest in mundane affairs. The occasion was the annual dinner of the Yale Alumni Association of New-York, and never has there been a more successful one. With the exception of Dr. Depew, who attended the banquet of the Sons of the Revolution, only lecturing for prominent Yale alumni in this city were present.

Ex-Judge Henry E. Howland, who is President of the association, had charge of the speechmaking and delivered the opening address. He spoke about the number of Yale graduates who have filled and are filling positions of public trust. "Let me not forget to mention in this number," he said, "that most effulgent planet in our azure sky—him whose name decorates our towns, stations, avenues, opera houses, waltzes, and spoons; who has run in his usual brilliant and recently lecturing for two hours before Union College at Schenectady, and three hours afterward delivered another address in New-York; who, during the last campaign, made seventy-five speeches in six days at the tail end of a railroad car, traveled fifteen hundred miles, and at the end of his wanderings, like a new Columbus, discovered the Bowery, and all that it implies."

Judge Howland in a short time brought his speech about to football matters, and denounced in vigorous language the New-York paper which outrageously attacked Capt. Hinkey. Hinkey, he said, was the least rough of all the football players of last season.

President Timothy Dwight spoke next on "The University." He dwelt at some length on its past history, and said in closing: "The Yale of to-day is not the Yale of fifty years ago, and I am thankful for it. It is greater, broader, and more far-reaching than the Yale of my college days, and it graduates, I believe, better and nobler men. I thank God that I am privileged to stand on the dividing line of the centuries, and look backward and see what old Yale has done and look forward and conjecture what she will do."

The other speakers and their subjects were as follows: James S. Norton, "The Scholar in Society"; Samuel C. Elder, "The Voice of One Crying in the Wilderness"; James E. Sheffield, "The City"; Edmund Whittemore, "Harvard"; W. B. Hornblower, "Princeton"; George G. De Witt, "Columbia," and Henry Stanford Brooks, "Athletics." In addition to these were present, among others: Isaac L. Peet, W. B. Ross, W. H. Stiles, Braxton Ives, Henry Holt, W. H. Fuller, Buchanan Winthrop, E. W. Stearns, L. I. Chamberlain, H. R. Wood, Payson Merrill, G. W. Woodward, Edmund Coffin, L. R. Ehrich, A. L. Edwards, C. A. Miller, H. E. Hawley, W. H. Hurlbert, J. A. Robinson, M. C. Day, E. S. Brown, G. S. Hamlin, M. C. D. Borden, F. H. Beets, B. H. Converse, W. C. Wiltner, and O. S. Thomas.

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