

## MORE ACTS OF VIOLENCE

### Strikers Resist Militia and Attack Non-Union Men.

#### POLICE FRIENDLY TO THE RIOTERS

##### No Attempt to Aid Superintendent Moore, Whom One of a Mob

Threatened to Kill.

#### MILITIAMAN ATTACKED AND BEATEN

##### Brooklyn Labor Organizations Decide Against a Sympathetic Strike—A Charge by Soldiers.

The appearance of the militia on the scene yesterday in Brooklyn did not greatly alter the situation of the trolley strike.

The Seventh Avenue, Bergen Street, and Ninth Avenue lines of the Atlantic Avenue Railroad Company were partially opened.

The Sumner Avenue line of the Brooklyn, Queens County and Suburban Company was put in desultory operation.

Traffic was resumed on Upper Fulton Street by the Brooklyn City Railroad Company.

There was no cessation of violence on the part of the strikers, despite the combined presence of the militia and the police.

The police seemed to be unable to quell the disturbances. In several cases they showed downright cowardice and inefficiency. There were frequent acts of lawlessness by the strikers.

So far the strikers have not been injured, notwithstanding the "charges" on them by the police.

On the other hand, non-union men have had their heads broken by the strikers, and yesterday a militiaman was beaten nearly to death by strikers as he was assembling his company at the armory.

Wires were cut, cars were attacked and upset, and tracks were torn up. The police abandoned two cars to the strikers in the Twenty-sixth Ward.

Yet, in the face of these facts, Police Commissioner Welles has said that protection is furnished the roads, and the department has asked them: "Why don't you turn your wheels?"

There will be no sympathetic strike by the trades unions.

#### POLICE FRIENDLY TO STRIKERS.

##### No Attempt to Protect Superintendent Moore, Who Was Threatened.

Five of Police Commissioner Wells's policemen yesterday afternoon abandoned two cars after they had been attacked by strikers in the Twenty-sixth Ward, and refused, when called upon, to protect a gang of new motormen in the cars.

These policemen fraternized with the strikers, joked with them, and permitted them to take the non-union men from the cars.

They manifested the same disregard for their duties, as was displayed by the policemen, who, early in the week, permitted strikers to board a Flatbush Avenue car, beat the motorman, and drive him from the car.

It is such exhibitions as these that have led the strikers to declare that the Police Department is friendly to them.

Car 1,140 of the Flatbush Avenue Line was sent up Fulton Street about 12:30 P. M. with a gang of forty motormen to the East New-York depot at Jamaica Avenue.

Assistant Superintendent P. J. Moore stood on the front platform beside the motorman in charge of the car, and two policemen were stationed on each platform.

This car was followed at a short distance by Car 1,300 of the Putnam Avenue Line, which was sent up to carry passengers.

The news that cars were running in Fulton Street spread like wildfire, and above Bedford Avenue strikers swarmed into Fulton Street and ran after the cars, shouting and hooting. The men in the first car were particular objects of the crowd's hatred and stones were thrown at them and several windows were broken.

In the meantime, Companies F and I of the Forty-seventh Regiment, commanded by Capt. Colligan and Barthman, with Major Eddy in charge, had been ordered from the Halsey Street depot to the Jamaica Avenue depot.

The appearance there of the soldiers was sufficient to collect an immense crowd at the depot in a very few moments, and it was a structive crowd.

A number of men set deliberately to work tearing down wires and tearing up the tracks a few blocks below. They succeeded in stripping the wires from the elevated railroad structure for a considerable distance in the neighborhood of Rockaway Avenue without interference.

A squad of mounted policemen suddenly arrived at the Jamaica Avenue station, and, without waste of ceremony, plunged into the crowd and scattered it.

Michael Sullivan of Enfield Street did not get out of the way rapidly enough, and was clubbed on the head. He was taken to St. John's Hospital. Others had very narrow escapes.

The mounted men were then called off and sent to the Bergen Street stables, leaving Capt. Ennis and a few policemen to preserve order.

The two cars had meanwhile encountered crowds and obstacles of various sorts at every corner. Near Rockaway Avenue stones were placed on the track, and it was necessary for Superintendent Moore to get off to remove them.

As he did so a big striker stepped up to him and threatened to kill him.

Not a policeman on the car attempted to protect Mr. Moore, but he kept on picking up the rocks until all were out of the way. The cars then continued to Manhattan Crossing.

There the strikers had thrown barrels, old stoves, and junk of all kinds on the track, and had overturned a cart so that the car could go no further.

The strikers hooted and jeered at the men in the cars as they were brought to a

standstill, and bottles and other missiles were thrown.

The motorman became frightened and abandoned the car, to the great joy of the crowd which cheered him.

Superintendent Moore asked the policemen to assist him to remove the things from the track, but, instead of obeying, they jumped from the car and joined the strikers in their demonstration.

Mr. Moore went to the depot and notified President Lewis, who telephoned to Major Eddy, asking him to send men to protect the cars and remove the obstructions.

Major Eddy's reply was refusal, because, he said, the militiamen were detailed to protect the depot, and not to do police duty.

Mr. Moore then appealed to Capt. Ennis, who pleaded that he could not leave the depot, and so the cars were left to their fate.

The crowd of strikers around the cars grew greater every moment, and leaders mounted the platforms and urged the men inside to abandon the company and go with them.

The strikers promised the new men to feed them and pay their fares back to where they came from, and twenty-four men yielded to the solicitations.

They were taken to a hotel in the vicinity, where the strikers treated them to free food and beer, and in a number of instances they received the new men into the labor organization.

It was dusk when the cars, under police escort, were brought to the depot.

Mr. Moore was angry with the police, who, he declared, gave no protection whatever to the cars.

The police left the depot at 5 o'clock, and the militia was placed in charge of the station for the night.

There was no time during the four hours while the cars were on the tracks that the police could not easily have dispersed the mob and protected men in the removal of the rubbish.

Twenty policemen were within a block all the time, and if they had been inclined they could have cleared the street of the crowd and put an end to the rioting.

### CHARGED ON THE STRIKERS.

#### A National Guardsman and Two Citizens Hart-Wires Cut.

As three companies of the Forty-seventh Regiment, on duty at Alabama Avenue and Jamaica Avenue, East New-York, which had been on duty all day, were being relieved by the companies of the Thirteenth Regiment at 10 o'clock last night, a big throng of strikers and their friends surrounded them and howled.

Some one applied an epithet to Major Cochran, and a charge was made on the mob by all the companies.

Eugene Wilkins of 26 Liberty Avenue, Philip Tighe of 138 Graham Avenue, and Martin W. Wood, a private in Company I, Thirteenth Regiment, were hurt in the scuffle.

The mob was dispersed and all was quiet in East New-York at midnight.

Nelson W. Wood, a private in the Forty-seventh Regiment, and another private in the same regiment named Taylor, were struck during the evening by stones thrown from an elevated structure.

It was said late at night that all the trolley wires in the Fulton Street line in the neighborhood of Ralph Avenue has been cut.

### A MILITIAMAN BEATEN.

#### Several Acts of Violence on the Halsey Street Line.

The presence of the militia at the Halsey Street railroad depot yesterday angered the strikers who live in that neighborhood, and several times they had serious encounters with the soldiers and police.

During the day there were at least 3,000 strikers and sympathizers in the vicinity of the station.

The first trouble occurred at 2 A. M., when Corp. William Cherry of Company I, Forty-seventh Regiment, was attacked and severely beaten by strikers.

Corp. Cherry was carrying notices to members of the regiment when a crowd set upon him, knocked him down, and bruised his eyes.

If any of Commissioner Welles's policemen saw the assault, they did not put in an appearance on the scene. The soldier called for help, but none came. He finally succeeded in getting away, and was sent to the armory, where his injuries were attended to.

Companies B, F, G, and I of the Forty-seventh Regiment arrived at the depot at 7 o'clock, and were reinforced by policemen, under Capt. Dunn, and a mounted squad.

Car 1,334 was the first one sent out. It had gone but a block when the crowd that had collected made an attack with stones upon it.

Motorman Kelly was struck and Conductor Hawkins ran away. Kelly persisted in continuing with the car to Bedford Avenue, where a company of Twenty-third Regiment men was waiting to be transported to the Flatbush Avenue depot.

The militiamen were taken to the station, and Kelly then started back to the Halsey Street station.

At Tompkins Avenue a mob stopped the car and dragged Kelly from the platform. He was beaten with his motor key so badly that he had to be sent to the Kings County Hospital. Although there were policemen on the car and in the neighborhood, no arrests were made.

### SOLDIERS ORDERED TO CHARGE.

#### One of a Mob Stabbed by a Bayonet—Quier Ensued.

Strikers and their sympathizers congregated around the car houses of the Brooklyn City Railroad Company, in Jamaica Avenue, near Alabama Avenue, shortly before 7 o'clock last night.

They began to jeer the soldiers and then by degrees encroached upon the sentries.

As they got nearer the car houses, the soldiers became convinced that they would have to use force to get the strikers back.

The men were warned that it would be best for them to retreat. They answered with jeers, and, as they became abusive, the word was given by the Captain in command to charge.

The soldiers, with their guns at "charge bayonets," obeyed. The mob began to fall back, but before it had gone far Thomas Nolan, twenty-eight years old, a compositor of 109 Court Street, Brooklyn, fell to the ground.

It was ascertained that he had been stabbed in the left thigh by a bayonet in the hands of one of the soldiers.

The wound was only a slight one. For a time it looked as if there would be a serious struggle between the soldiers and the mob, but the treatment of Nolan had the effect of quieting the mob.

### MAYOR SCHIEREN INDIGNANT.

#### Says He Did Not Express Sympathy for the Strikers.

A statement appeared in one of the Brooklyn papers yesterday afternoon to the effect that Mayor Schieren had assured a delegation of business men that his sympathies were with the striking employees of the railroads.

Mayor Schieren was called upon at his residence, 405 Clinton Avenue, last night by a reporter for The New-York Times and asked as to the truth of this statement.

"It is absolutely and unqualifiedly false," replied the Mayor, with emphasis. "I have never, at any time or to any person, made such a statement as is attributed to me by this Brooklyn paper."

"I should be glad if The New-York Times, which has treated me with absolute fairness and courtesy since this unfortunate controversy arose, would do me the favor of stating for me that the Brooklyn paper making the statement now under discussion has since the strike commenced lost no opportunity of putting into my mouth utterances that I never made, generally misrepresenting me, or so twisting what I have said as to give it a vastly different interpretation from that which I intended."

"It would certainly not be fitting that I, as Mayor of the City of Brooklyn, should express any opinion as to which side I favored in the present controversy. I have deemed it my duty to be strictly impartial in this matter, and whatever my personal predilections may be, I have given no hint of them to any one."

"Can you, as Mayor of this city, Mr. Schieren," asked the reporter, "offer any solution of the difficulty existing between the railroads and the men?"

"No, I cannot," he replied. "If the present protection afforded by the police and National Guard proves inadequate, what will be the next step?"

"I assume that it will then be necessary to call upon the State for assistance, but I

do not apprehend that any such contingency will arise."

### NO SYMPATHETIC STRIKE.

#### That Was the Decision of Labor Organizations Throughout Brooklyn.

There will be no sympathetic strike among the labor organizations of Brooklyn to lend encouragement to the striking motormen and conductors.

This decision was arrived at after a long, and, it is asserted, somewhat stormy, session of the Executive Board of District Assembly No. 75, Knights of Labor.

"Overtures were made to us by several labor organizations to inaugurate a sympathetic strike," said Committeeman Holcomb when asked concerning the matter by a reporter for The New-York Times, "but we felt it could not possibly do us any good, and we advised against it."

"It would practically mean burning our bridges behind us," said Andrew D. Best of the Executive Board. "If organized labor is desirous of helping us, it would be far better for the men to remain at their benches and show us practical sympathy by giving to our cause one day's pay a week."

Meetings were held last night by labor organizations in all sections of the city, at which the strike was discussed. So far as can be learned, the proposition to call a sympathetic strike was promptly voted down. Full reports of the action taken at these meetings will be submitted to Master Workman Connelly to-day.

A census taken a year ago by the police showed that there were 56,000 men in Brooklyn out of employment. It is estimated that there are 40,000 men, many of whom are skilled mechanics, still out of employment. This fact, a labor leader told a reporter for The New-York Times, had a deterrent effect upon the proposed sympathetic strike, the men arguing that with such a vast body of unemployed men their places would quickly be filled.

### ELEVATED MEN WILL NOT STRIKE

#### General Manager Gouindie Pronounces a Rumor Ridiculous.

There was a report yesterday in Brooklyn that the elevated railroad men would go on strike.

This was denied by several of the men who were seen on the trains. One of them said: "The engineers on the elevated roads wouldn't go out if the moon cracked in two. So there's no danger of a strike up here."

General Manager Gouindie of the Kings County Elevated said: "The rumor that our men will strike is ridiculous. Our men are entirely satisfied, and have made no sign that they want to join issue with the company."

President Uhlmann of the Brooklyn Union Elevated Road said: "Our men would go out only in case of a general strike, involving every branch of employment. I do not believe any such foolish step would be taken. Our men are satisfied with their situations."

### TO RESUME THIS MORNING.

#### An Experiment Which Will Be Tried by the Railroads.

After conferring with the Police Commissioner and President Lewis, Police Superintendent Campbell announced last night: "To-morrow morning at 8 o'clock the following Brooklyn City lines will resume running cars:

- "Greenpoint.
- "Myrtle Avenue.
- "Green and Gates Avenue.
- "Third Avenue.
- "Hamilton Avenue.
- "Tompkins Avenue.
- "Soldiers will assist the police."

The strike leaders remarked, on hearing this, that several thousands of workmen who are members of union organizations will not have to go to work until Monday morning. Should they feel disposed to aid the strikers in their policy of violence, the militia and police will have their hands full.

### To Close Saloons To-Day.

Police Commissioner Welles and Excise Commissioner Forrester talked the matter over last night, and decided to have all the saloons close at midnight Saturday night and remain closed all day Sunday. Orders to this effect were issued.

### SOLDIERS AT SERIOUS WORK.

#### Mr. McDonald's Experience with a Sentry Who Knew His Business.

Brooklyn's State troops were stationed on guard within its borders yesterday for the first time in many years.

Pursuant to the order of Brig. Gen. McLeer, the soldiers of the Thirteenth, Fourteenth, Twenty-third, and Forty-seventh Regiments, the Third Battery, and the Seventeenth Separate Company marched early yesterday from their armories to the seven railroad depots, from which, the Mayor had been apprised, the companies intended to send out cars in charge of non-union men.

The depots were situated as follows: Fifth Avenue and Twenty-third Street. Seventh Avenue and Twentieth Street. Bush Street and Hamilton Avenue. Bergen Street and Albany Avenue. Tompkins Avenue and Fulton Street. Broadway and Halsey Street. Flatbush.

The movement of the soldiers from the armories began around 7 o'clock. The First Battalion of the Thirteenth Regiment, under Major G. G. Cochran, left the Summer Avenue armory at 7:30, and marched to the Atlantic Avenue Company's stables, Bergen Street and Albany Avenue.

The Second Battalion of the Thirteenth Regiment proceeded to the stable at Tompkins Avenue and Fulton Street, under command of Major Charles H. Luscomb.

The First Battalion of the Forty-seventh Regiment, under Major J. G. Eddy, marched through Broadway to the Brooklyn City Company's stables, Putnam Avenue and Halsey Street.

The troops of the Twenty-third Regiment divided themselves into three battalions, and repaired to the stables, at Fifth Avenue and Twenty-third Street, Seventh Avenue and Twentieth Street, and the Flatbush depot. Three hundred men were divided between these stables.

Most of the soldiers of the Fourteenth Regiment marched to the depot, at Bush Street and Hamilton Avenue. Three hundred men were sent there.

Two companies of the Fourteenth Regiment were posted along the Flatbush Avenue tracks, facing the reservoir, and skirting the northeast side of Prospect Park, in order to cover the point where on previous days the strikers had repeatedly made violent demonstrations.

The Third Battery was held in the armory, Clermont Avenue, near Myrtle Avenue.

The Seventeenth Separate Company was held under arms at its armory, Flushing Later in the day it was transported to Brooklyn on the Long Island Railroad.

citizens went to their front doors to gaze on the martial spectacle.

In each armory, troops were kept in reserve for an emergency.

Brig. Gen. McLeer assumed personal command of the National Guard, and he was on duty during the day at Second Brigade Headquarters, in the Municipal Building.

He detailed T. H. Babcock as Commissary Major, and the latter ordered for the troops 100 gallons of coffee and 2,500 sandwiches.

Gen. McLeer posted an orderly with a big horse pistol at the head of the stairs leading to military headquarters.

Corporation Counsel A. G. McDonald is not a military man. He was in a hurry to see Gen. McLeer yesterday afternoon, and he rushed up the headquarters stairs. The orderly looked sternly at the Corporation Counsel.

"Halt, there!" he commanded. Mr. McDonald looked surprised, but kept on.

"Halt!" cried the orderly, unbuckling his horse pistol.

"What's that?" asked Mr. McDonald, still going upward.

"Halt!" shouted the orderly, grasping his formidable weapon firmly. Mr. McDonald peered down the muzzle and stopped. His eyes stood out.

"I am the Corporation Counsel of the city," he said.

"Corporal of the Guard, Post 21," cried the orderly.

"That's all right," said Mr. McDonald, tripping up several more steps.

"Halt!" said the sentry, in no uncertain tone.

Mr. McDonald halted this time and he staid in a state of halt until word of his presence was sent to Gen. McLeer.

Then the sentry said, "Advance, Corporation Counsel," and Mr. McDonald advanced with alacrity and went into brigade headquarters.

Gen. McLeer's orders were signaled during the day from the roof of the Hall of Records to the various armories throughout the city.

To a reporter for The New-York Times Gen. McLeer said: "I am very much gratified at the promptness with which the militia assembled."

"I am instigated by the civil authorities and I am aiding them and working in concert with them to preserve the peace."

The troops regret this situation and realize that if called on to shoot they would probably maim or kill citizens. If the occasion arises my men will not fail to do their duty.

"The troops have been jeered at, and ridicule has been heaped on their heads by the strikers and their sympathizers. I have told the soldiers, however, that words do not hurt, and I have cautioned them to take no notice of treatment of that sort."

"I hope, after this difficulty is over, some more peaceable way will be found to adjust future differences between employers and employees."

"Will any troops be sent home?" was asked.

"Certainly not. There will be no changes in the force while these troubles continue. The employers of the boys will have to spare them a little while for the benefit of the State."

Two companies of the Forty-seventh Regiment were sent at noon to the railroad stations in East New-York, owing to reports of serious disturbances there.

The troops made their headquarters in the quarters they were detailed to guard. They stacked their arms in the stables when not patrolling.

### REFUSED TO GRANT A MANDAMUS

#### Sufficient Reason, Says Justice Cullen, for Failure to Run Cars.

Supreme Court Justice Cullen, in Brooklyn, yesterday, refused to grant Major Peter H. McNulty a mandamus to compel the Brooklyn City Railroad to resume operations.

Major McNulty, through his counsel, Mirabeau L. Towns, asked on Wednesday for the writ. He complained that his dry goods store, at Fulton Street and Bedford Avenue, was losing money through the tie-up, customers not being able to reach his store on the cars.

The railroad company was represented by Thomas S. Moore and Julien T. Davies. The company put in a specific denial to each of Mr. McNulty's allegations.

Lawyer Moore declared the company was operating its lines to the best of its ability, with due diligence and effort. The company, he said, had advertised for new men, and had been gradually resuming its service, line by line.

Any failure to place the entire car service in operation, he stated, was due to the advice of the city authorities, who had sought to evade any cause, or apparent cause, for violence. Mr. Moore stated that the company had men enough, if there were no fear or threats of violence.

An affidavit was submitted from President Lewis saying that he was still advised by the city authorities, notwithstanding the presence of the militia, not to start all cars at once.

After hearing the arguments on both sides, Justice Cullen said: "There is no question about the duty of this company to operate its road. If a bridge on a line of a railroad should burn down, of course the railroad could not be operated in case of a blizzard, of course it would be impossible to operate a road. Now, this company has a question with its men, who are on strike. The court has nothing to do with the terms demanded by these people. The company has a right to get its men as cheaply as it can, while the men have the right to get the biggest price they can and combine together."

"On the question of wages, each has the right to make the best terms he can. As between your company and the men, if the men are in a position to dictate terms there is no reason why they should not do so."

"But the duty of the company to operate its road is to be exercised reasonably. In its operation the company is absolutely entitled to the protection of the authorities and the protection of the court. The court cannot shut its eyes to the fact that assaults and violence have been committed, and that detachments of police are scattered all over the city. The community owes a duty of protection to the company in operation of its road."

"As long as the acts of violence continue the court certainly will not compel the road, by mandamus, to operate."

Addressing himself to the counsel for the railroad, Justice Cullen said: "You can call on the authorities for protection, and then go on and make the test by operating your road. You should make an attempt to operate cars. We will then see whether law and order cannot be maintained in this community. I will deny the application with leave to renew, if the company fails to operate."

"I do not think there was a question of fact to warrant the issuing of an alternative writ. The company has a sufficient reason for failing to operate its roads, but it should not be extended."

### CONFERENCE AT HAMILTON CLUB

#### Militia and Police, Says Mr. Lewis, Didn't Give the Protection Needed.

There was a conference in the afternoon, at the Hamilton Club, between the city officials and the officers of the railroad companies.

Mayor Schieren, City Works Commissioner Alfred T. White, Police Commissioner Welles, President David F. Lewis of the Brooklyn City Railroad, and President Benjamin Norton of the Atlantic Avenue Railroad Company were present.

The Mayor expressed the hope that some way would be found for an early settlement of the troubles.

It was agreed that it would be the more prudent policy for the companies not to attempt to run any cars after nightfall. In accordance with this agreement, word was sent to the different stables not to send out a car after 6 o'clock.

President Lewis was seen, after the conference, by a reporter for The New-York Times. He appeared to be somewhat discouraged.

"I feel disappointed," said he, "at today's outcome. More cars have been sent out on the tied-up lines, but the cars have not run so regularly. There has been more difficulty experienced in operating the cars."

"There has been a greater number of disturbances. The wires have been cut in several places, and in other ways a variety of difficulties and dangers have been encountered."

"The militia and the police combined have not furnished the protection which it was expected would be furnished. I do not blame any one for this."

"I think both the militia and the police have done all they could, but nevertheless, the roads have not been able to provide today as satisfactory service as was given to the public yesterday."

"There have been, it is true, some desertions from the ranks of the new men hired by the companies, although how many I cannot say. The strikers, too, have rendered it very difficult for the roads to hire new men. They have picketed the ferries and the bridge, and have established committees at the various railroad stations to intercept new men and prevent them from becoming motormen and conductors."

"We are still aided by the city officials to take any general step which would precipitate bloodshed. We could have started more lines to-day if we had been given better protection."

"The roads realize, of course, that this

situation cannot drag along indefinitely. There must be an end to the affair somehow."

"Have you men enough to start up every line?" was asked.

"We think we have men enough, if we had adequate protection," said President Lewis.

"Is your own road in any better shape to resume than it was before the militia was called out?"

"Yes, I think it is. We have done the best we could."

There was not one applicant for a place in the hall of the Traction Building when the reporter for The New-York Times called on President Lewis, nor was there a sign of applicants in the neighborhood.

The special officer in the hall explained this by saying that Saturday was a half holiday, and would-be applicants probably supposed the offices were closed. The room inside, he said, was full of applicants. None came out while the reporter waited.

### WOMEN THREW SNOWBALLS.

#### New Men on the Atlantic Avenue Road Couldn't Work the Sweeper.

Before the first Seventh Avenue car could be run out of the stables of the Atlantic Avenue Railroad, Seventh Avenue and Twentieth Street, yesterday morning, the company's employes had to remove a pile of stones, boards, and old mattresses from the tracks, which had been piled there during the night by the strikers.

A dozen non-union motormen and conductors were marched to the stables at 8 o'clock, under escort of the police. They were howled at and snowballed by a crowd of strikers. Snowballs were thrown by women.

Soon after the non-union men reached the stables the first car was run out on the line. It was jeered at, but not molested. The second car left half an hour later.

Five cars went out in three hours, and it took the first car two hours to go over the route. The regular time is one hour and fourteen minutes.

There were fifty non-union men at the stables, but, owing to a frozen switch at Ninth Avenue, few cars were run until afternoon. The snow sweeper was taken from the stables, but the new men could not manage it, and it was shunted back.

The cars in Fifth Avenue were run on nearly schedule time. The headway was from four to six minutes.

President Benjamin Norton of the Atlantic Avenue system said yesterday afternoon to a reporter for The New-York Times: "To-day we have run our cars as follows: "Fifth Avenue, 30; normal number, 35. "Seventh Avenue, 20; normal number, 30. "Bergen Street, 10; normal number, 16. "Ninth Avenue, 6; normal number, 14."

"By Monday we will be prepared, if we are given adequate protection, to put in operation our lines in Park Avenue, Fifteenth Street, Hicks Street, and Sackett Street. On each of these lines we average in ordinary times about twelve regular cars."

"We have hired 300 new men. Our regular force of motormen and conductors number under normal conditions, 600 to 700 men."

"We have plenty of applications for work."