

New - York Tribune (1866-1899); Jan 20, 1895;
ProQuest Historical Newspapers: New York Tribune / Herald Tribune
pg. 4

ONLY A FEW CARS RUN.

WIRES WERE CUT AND CARS ABANDONED.

WITH PLENTY OF PROTECTION THE COMPANIES WERE UNABLE TO MAN THEIR LINES—

SMALL RIOTS AND SOME ARRESTS.

Despite the fact that the militia had been called out and were on duty yesterday guarding the carhouses of the various Brooklyn railroad companies so as to relieve the police for more active duty patrolling the lines and guarding cars, few or no more cars were run than on Friday. The railroad companies endeavored to start several new lines, but it cannot be said that they were successful. The few cars sent out were certainly not run at a profit either to the companies or the public. The damage to the rolling-stock of the companies by the strikers or their sympathizers was considerable, and there was hardly a car sent out but bore unmistakable evidence of having seen hard service. Some of them never got back at all—at least not up to a late hour. It was comparatively easy to send the cars out where the men could be found to man them, but getting them back to the houses was a much more difficult matter. They were met at all points by crowds so large that the few policemen in the immediate neighborhoods were quickly overpowered, and before other policemen could be summoned the damage was done. The conductors and motormen were assaulted and driven off, and in many instances the cars abandoned. Wires were cut and windows stove in. The car tracks were obstructed with trucks, stones and everything the rioters could find. Every time a car was stalled in this way a platoon of police had to be sent out with new car men from the stations to bring in the wrecked cars. Before this could be done linemen had to fix up the wires.

The collisions between the police and the rioters were serious at times, and many bloody heads and arrests followed. The cutting of wires was a new feature of the strike, and proved most formidable in "knocking out" the time schedules of the companies. Cars were stalled for hours, and whole railroad systems completely demoralized.

As soon as the four companies of the 47th Regiment arrived at the houses of the Halsey-st. and Putnam-ave. line in the morning, preparations were made to send out cars. The first car went out about 7 a. m.

Police Captain Dunn, of the Fourteenth Precinct, had seventy-five men on hand. The soldiers made themselves as comfortable as possible. At all the carhouses guarded by the troops lines were formed around the place and nobody was allowed to enter.

A train of four cars having on board soldiers of the 23d Regiment was stoned at Tompkins-ave. On the return trip Motorman Kelly, who had charge of the cars, was knocked senseless by a blow from a stone. He was taken to the Flatbush Hospital. The conductor escaped somewhere. The crowd was so threatening that the mounted police were summoned. They charged the mob and by the vigorous use of their nightsticks drove the rioters before them for several blocks.

John Whalen, a motorman, was assaulted on car No. 316, but escaped with slight injuries.

Edward Duffy, of No. 385 Van Buren-st., was arrested for stone throwing.

Motorman Johnson was attacked, but not seriously hurt.

The nearest approach to serious riot took place at Halsey-st. and Grand-ave. The wires were cut, and the mob prepared to demolish the cars and drive off the motormen and conductors. They succeeded in doing so. The cars were stalled for hours, and, although it was only 2 p. m., no more cars were sent out.

A big mob gathered around the Halsey-st. car-house, but made little demonstration.

The soldier boys complained of the lack of food and drink. They had nothing from 5 a. m., when they left the armory, until nightfall.

The Halsey-st. railroad officials said forty-one cars had been sent out, an increase of three over the day before. Not as many trips were made, however, on account of the disturbances.

Soon after 1 p. m. Major Eddy, in command at the Halsey-st. carhouse, was informed of the need of troops at the carhouse of the Fulton Street Line, in Jamaica-ave., East New-York.

Companies F and I, under command of Captains Libby and Barthman, were soon in line. Led by Major Eddy, they took the Broadway Elevated Road to their destination, where they were met by the largest crowd yet assembled during the strike at one time. There were about 5,000, mostly men, in the crowd. No demonstration worthy of mention was made. The mob had more serious business on hand. No cars were sent out from the carhouses there, as there was nobody to take them out. Early in the afternoon an attempt was made to bring two carloads of new men from downtown. The mob got news of the move, and kept a close watch on the tracks for blocks.

The cars were finally seen coming up Fulton-st. at a high rate of speed. They were filled with men, while a few policemen stood on the platforms. The crowd, which had been massed around the carhouse, set up a howl, and rushed down to intercept the cars. Two junkshops were invaded near Stone-st., and their contents of stoves, old iron and steel bars were quickly piled on the tracks. The cars were stoned and brought to a stop, and then a humorous scene followed. No further attempt was made to injure the men on the cars, but a committee of the strikers began offering them inducements to leave the cars and go with them to the strikers' headquarters, the Howard House, near by. One man in the crowd, who looked like a prosperous merchant, waved a bunch of \$10 bills in the air and gave one to every man who left the cars. Many of them accepted the money. The chief motorman was enticed away by an offer of a job by an East New-Yorker at \$12 a week. Out of about thirty men, only ten or a dozen refused to go with the strikers. They remained in the cars, completely at the mercy of the mob. No harm came to them, but Captain Ennis, at the carhouse, was afraid there might be, so he called his men together and made a speech in which he said he was determined to bring in the men. The eighteen policemen formed into a close platoon and marched to the cars, two blocks away. They looked determined, and the crowd gave way, and the imprisoned men in the cars were released and taken to the carhouse. The cars were left for hours, and it was late in the afternoon when they were finally brought in. No further attempt was made to run cars.

The troops at the carhouse also complained of a total lack of food. A telephone message was received from the regiment's armory saying that the commissary wagons, with food and drink, had left there at 10 a. m. They did not reach the carhouse.

Major Cochran, with 190 soldiers of the 13th Regiment marched from their armory to the carhouses of the Sumner-ave. and other lines, at Bergen-st. and Albany and Troy aves., and attempts were made by the companies to start cars. Trouble was met from the start, and much rioting occurred. Comparatively few cars were sent out on either of the lines, and the majority of them were quickly stalled. The rioting was principally on the South Ferry line between the carshops and Vanderbilt-ave. The cars, as they returned from a trip, were damaged much more than those on other lines. In some of them there wasn't a whole pane of glass. Battles between the police and the strikers were almost continuous. Six cars from the ferry were mobbed and the road was tied up for a time. Captain Dyer and Sergeant White, of the Central Office, had thirty-five men on the scene, and the abandoned cars were finally brought in. At Fulton-st. and Sumner-ave. five cars were stalled all the afternoon. They had come from the Broadway ferry in Williamsburg. They were stoned, the motormen and conductors assaulted, the cars abandoned and the current was cut off at Fulton-st. Under guard of a large number of police, the cars were finally taken to the carhouse. Through "Dutch Town" was too hard a trip for the railroad men, and but few cars were run through the district.

Among the arrests made yesterday was that of Charles Schnaars, twenty-five years old, of No. 818 Bergen-st., for breaking car windows at Bergen-st. and Clason-ave. The wires were cut at Fulton-st. and Ralph-ave., and two cars were thrown from the track at Vanderbilt-ave. and Bergen-st., as the police were too weak to cope with the crowds.

Michael Sullivan, a laborer, received a severe scalp wound during one of the fights.

Ernst Wiener, twenty-eight years old, was arrested for stoning cars, and so was Jacob Snijske.

The Brooklyn Heights Company tried to run some cars on the old Atlantic-ave. line. Companies A and K of the 23d Regiment were stationed at the carhouse. Little was accomplished, and several of the cars got stalled.

During an attack on some cars in Bergen-st. the stonethrowing was so terrific that the police drew their pistols. This intimidated the rioters and they fell back. Conductor H. H. Adams, of car No. 44, was struck with a brick and badly injured. Richard M. Shanner, of No. 933 St. Mark's-ave., was arrested as his assailant. Garrett Kerwin, of No. 887 Bergen-st., was arrested for assaulting an officer, and John Reilly, of No. 887 Bergen-st., was arrested for assaulting a motorman. Peter Walsh, of No. 500 Prospect Place, who is charged with breaking car windows, was also taken into custody. This was one of the largest batches of arrests made at one time.

Martin Conway, of No. 35 Cole-st., was arrested by Policeman Kelly, of the Seventh Precinct, for breaking the windows of a Court-st. car at Bush-st.

AT THE STRIKERS' HEADQUARTERS.

Master Workman Connelly said yesterday at the strikers' headquarters, No. 407 Bridge-st., that the men were perfectly satisfied with the outlook. They had not lost confidence, and still thought they would win. Mr. Connelly said the strikers up to noon yesterday had sent back to their homes al-

together 247 men. The strikers say that the newly hired men are deserting the companies hourly.

Charles H. Swan and J. F. Smith, two non-union men from Boston, told a Tribune reporter that they with many others had been engaged in that city to come to Brooklyn and work for \$2, as extra men were wanted to work on a railroad in operation. They said their fares were paid, but after their arrival here they were forced to go five hours without food, and had to sleep in horrible, cold quarters in one of the carhouses. They could not stand it, and left.

Master Workman M. J. Bishop, of Massachusetts, arrived in Brooklyn yesterday, to counsel with the strikers.

Master Workman Connelly said last night that a sympathetic strike of all the trades-unions in the city would not take place. About fifty meetings of local assemblies were held last night, and the only aid the strikers expect is pecuniary assistance. Considerable money has already been received, and more is promised.

An important meeting of the strikers will be held to-day in Lyceum Hall.

Master Workman Connelly is constantly advising the strikers to refrain from committing violence or destroying property.