

for the members of the board gave up their quarters at the Hotel St. George and returned to their homes.

MR. WELLES'S NIGHT CONFERENCE

Several of the Commissioners Were Present—Great Secrecy.

Police Commissioner Welles called another conference last night at Police Headquarters, which was attended by the Corporation Counsel, the Excise Commissioner, the City Works Commissioner, and various Deputy Commissioners, but what necessity there was for the Deputy Police Commissioner being present is not known.

There was no representative of the Department of Health at the conference.

Regarding what was transacted the greatest secrecy was maintained, but one Police Captain said that the Commissioner asked each Captain what work he had performed during the day, and that when he heard, the Commissioner seemed to be pleased.

It is not known why the Excise Commissioner was called into the conference, and he told a reporter of The New-York Times before the conference that he did not know what he could do in the matter.

But it is surmised that Commissioner Welles told the Police Captains that they should exercise all their powers in the protection of property and persons, to-day, when the cars are to be operated, as they were yesterday.

BERGEN STREET CARS ATTACKED

Officers, Afraid of Hurting Strikers, Threaten Them.

Several detachments of soldiers from the Thirteenth Regiment marched to the railroad station at Bergen Street and Albany Avenue at 8 o'clock yesterday morning and took charge.

They found a crowd of strikers assembled, and the mounted police was ordered to disperse them.

A car was sent out, and it got as far as Bedford Avenue without much trouble, but at that point a large mob of men and boys attacked it.

It was brought to a standstill, and a few moments later three other cars joined it and there was a blockade.

Stones and bottles were thrown and the car windows were broken.

The policemen in the cars drew revolvers, but didn't use them. They did not use clubs, fearing they might hurt some one.

H. H. Adams, conductor of one of the cars, was struck with a brick, and a policeman arrested Richard M. Shanner of 989 St. Mark's Avenue.

Garrett Kerwin of 887 Bergen Street resisted when ordered to move along, and tried to take a policeman's club away. He was also arrested.

John Reilly of 887 Bergen Street and Peter Walsh of 500 Prospect Place were both caught throwing stones and were locked up.

The cars were finally moved, but at Vanderbilt Avenue they were attacked by another mob, and the motorman decided to turn back.

They arrived at the depot after another turbulent experience. No more cars were sent out on that line.

POLICEMEN WERE MISSING.

Did Not Appear Until After a Car Had Been Wrecked.

A trolley car was attacked by a mob of strikers at Tompkins and Flushing Avenues yesterday afternoon and was upset, without police interference.

The car was the first one sent over the Tompkins Avenue line, but, for some reason, the police say they were not notified of the new move.

The car had gone up Fulton Street to Tompkins Avenue, where it was switched off and started for Broadway.

It proceeded unmolested to Flushing Avenue, but there strikers had gathered. The unprotected car afforded them their first chance to show their power, and they made a desperate assault upon the motorman and conductor.

Both were driven with stones and clubs from the car, which was then overturned and left a wreck.

The police did not hear of the matter until an hour later, when everybody that had a hand in the affair had disappeared.

BROADWAY CARS STALLED.

Strikers Did Not Seem to be Afraid of the Police.

In the vicinity of Sumner Avenue and Broadway, turbulent scenes were witnessed.

Cars were run in both streets in the morning and early afternoon and an immense crowd gathered at the intersection of those streets, and for several hours carried affairs with a high hand.

The first cars that turned into Sumner Avenue were attacked and the motorman and conductors were forced to abandon them.

The mob then turned its attention to several Broadway cars that appeared on the scene, and treated the motorman and conductors to showers of stones and other missiles.

They left the cars, which were then stalled, and the crowd amused itself by breaking the windows and doing such other damage as it could until some policemen reached the place and drove the people away.

Accidents and Arrests.

The following is a list of accidents and arrests during the day:

A Tompkins Avenue car was upset at Tompkins and Flushing Avenues at 11:04 A. M. The motorman was assaulted.

One of the Bergen Street cars jumped the track at Underhill Avenue at 9 o'clock. This was due to ice on the track. The car was in charge of the Vice President of the company.

Two of the cars of the Bergen Street line jumped the track at Underhill Avenue at 1:40 o'clock.

Trolley Car 1,306 of the Putnam Avenue and Halsey Street line, in charge of Motorman James Milligan, at 12:50 o'clock yesterday afternoon, at Fulton and Pearl Streets, ran into a light wagon owned and driven by Z. Cauth of 1,810 Fulton Street. The wagon was damaged to the extent of \$75.

Michael Sullivan, forty-five years old, of Enfield Street, was in a crowd on Jamaica Avenue, and after the mounted policeman had pushed him back into a corner so that he could not retreat any further he was struck by Policeman 156 with a club.

Martin Conway, twenty-seven, of 15 Coles Street, was arrested at the Bush Street station of the Court Street line for breaking car windows with coal and stones.

Mr. Norton Says He Has 300 Men.

President Norton of the Atlantic Avenue system said last night:

"We have secured 300 new motormen and conductors, who arrived in Brooklyn to-night. They are being housed and fed at the company's expense.

"Many of the old men have applied for reinstatement, and these, with the new men, will be put to work to-morrow morning."

Master Workman Connelly insisted that President Norton's statement regarding the return of the old men to work was untrue.

"On the contrary," he said, "fully 75 per cent. of the new men he has engaged have deserted to our side, and the strikers are remaining solidly together."

EXPENSES OF THE MILITIA.

Having Been Called by Local Authorities, Kings County Must Pay.

ALBANY, N. Y., Jan. 19.—Adj. Gen. McAlpin has been formally notified by Brig. Gen. McLeer, commanding the Second Brigade, that the troops of his brigade have been ordered out by Mayor Schieren and the Kings County authorities.

This action, the General says, is in the nature of a precautionary measure to prevent trouble in connection with the attempt to be made to run the trolley cars on the various lines.

Gen. McAlpin telegraphed to Gen. McLeer to keep him posted as to the situation. Gen. McLeer made a request for an order upon the Commissary General for blankets, and it was immediately issued.

As the troops were called out by the local authorities, and not by the Governor, through the Adjutant General, Kings County will have to bear all the expense. If the State authorities had acted, the expense would have been a State charge.

NUMBER OF CARS THAT RAN.

A Table Submitted to the Mayor by Police Commissioner Welles.

Police Commissioner Welles submitted to Mayor Schieren yesterday a table, made up by the police under his direction, showing how many cars were actually run during the day on the lines involved in the strike.

According to this report, only about half the regular day cars were sent out, and a number of these were disabled, and withdrawn for that reason or because of serious interference by the strikers.

The table is as follows:

Atlantic Avenue Railroad.		Normal Number.
Bergen Street.....	6	14
Ninth Avenue.....	2	10
Seventh Avenue.....	8	20
Fifth Avenue.....	30	30
Total	46	74
Brooklyn City Railroad.		
Flatbush Avenue.....	31	50
Court Street.....	20	22
Fulton Street.....	20	70
Putnam Avenue.....	38	45
Total	109	187

THE STRIKERS TALK.

Andrew D. Best Speaks of "Moral" Suasion and Deprecates Violence.

The strike leaders make their headquarters in Mugges's Hall, over a beer saloon in Bridge Street.

"The men feel encouraged to-night," said Andrew D. Best of the Executive Board to a reporter for The New-York Times last night. "More so than at any time since the strike began.

"We are still discountenancing violence, and are urging the men to use moral suasion with the non-union workers, and thus get them to desert their cars.

"We have been extraordinarily successful in this direction," continued Mr. Best, "particularly on Mr. Norton's line, where the new men have been more accessible than on the Brooklyn City system."

Mr. Best had not heard of cars being attacked and wires cut.

"In round figures the desertions to-day to our ranks numbered 125 men," said the strike leader. "The majority of these men came from Philadelphia and Pittsburg, but a number of the men secured by the companies are those who have been employed, but have been discharged for various reasons.

"Our reports show that on all the roads tied up the number of cars operated to-day was not more than eighty-two, and quite a number of these only made one trip.

"If, with all the protection asked for afforded, the companies can make no better showing than this, it seems to us proof positive that they are absolutely unable to get the men they need to operate their cars."

"It looks like a case of starving us out," said William H. Davison of the Executive Board. "If the companies can go on losing a vast amount of money day by day, the men can afford to lose their wages. With the exception of a few isolated cases the men are pretty well fixed, financially. The public has been generous to us in the matter of subscriptions, and all in all, we can look upon the situation with equanimity. There is no break in our ranks."

The strikers all asserted that no further attempt would be made to arbitrate the dispute through the mediation of the State Board of Arbitration. The latter apparently came to the conclusion, yesterday, that its services were no longer of any avail.