

VIOLENCE BY STRIKERS

Desperate in Their Efforts to Prevent Cars from Running.

MOUNTED POLICE CHARGE A MOB

A Few Mail Cars Made Trips on the Brooklyn City Line—Roads Helping Each Other.

MANY MEN APPLYING FOR PLACES

Some of the Officials Say They Will Give Full Service To-day—Fears of More Trouble.

The second day of the great trolley-car strike in Brooklyn was characterized by scenes of violence more pronounced than on the day before. Women took part in the outbreaks.

Two things have been made evident; first, that the strikers, as a whole, are in a very ugly frame of mind, and, second, that the rank and file of the police lack the sense and courage to deal effectively with them. The situation is grave.

There was a riot in Flatbush Avenue, just beyond the Prospect Park Plaza, early in the afternoon. Two cars of the Flatbush branch of the Brooklyn City Railroad system were stoned, and the motormen and conductors were assaulted and driven off.

The police in charge of the cars offered little or no resistance, and the mob had its own way until charged by a squad of reserves and mounted men.

Two men were injured, and eleven of the mob were arrested.

At about the same time two cars on the Fifth Avenue branch of the Atlantic Avenue system were attacked by several hundred strikers and their sympathizers, among whom were a number of frenzied women.

The motorman and his conductor were injured by missiles, the latter—Thomas R. Briggs—being struck on the head by a stone thrown by a woman.

The Court Street line of the Brooklyn City Railroad was put in full operation. The Flatbush line was partially opened, as was the Fifth Avenue line of the Atlantic Avenue Railroad Company.

An effort will be made to-day to open all of the latter system to traffic.

There were many applicants for strikers' places. The new men mostly came from Washington, Newark, and Jersey City.

The tie-up is costing the trolley companies \$60,000 a day in gross receipts.

WILD MOB IN FLATBUSH AVENUE

Cobblestones Hurlled Through Car Windows—Incompetent Police.

A vigorous effort was made yesterday to operate the cars on the Flatbush Avenue line of the Brooklyn City Railroad Company.

There was no interference with the running of cars until the afternoon, when a most serious riot occurred.

Two cars were stopped in Flatbush Avenue, just above the park plaza and opposite the reservoir, by more than 100 strikers, who howled with delight as they dragged the motormen and conductors to the street and hurled stones through the windows and doors of the cars.

The policemen—two were detailed to guard each car—waved their clubs in protest at the acts of lawlessness they witnessed, were prolific in advice, and allowed to be stolen, almost under their eyes, the handle or brake that governs the motor.

It was not until the reserves, under command of Acting Captain Gregory of the Twenty-second Precinct, took a hand in the affair, and mounted police, commanded by Sergt. Reimels, charged the mob, that traffic on the line could be resumed.

Eleven arrests were made, nine for disorderly conduct and the others for grand larceny, and one man was taken to the Twenty-second Precinct Station with a great gash in his head where a policeman's club had struck it.

The first car run on this line carried mail from the Post Office at 6 A. M. Flying from its front and rear were the blue mail flags of the Federal Government. The strikers swarmed thickly at various parts of Flatbush Avenue. There were shouts of "Scab!" but no attempt at interference was made. Other mail cars were run without incident at intervals of about two hours.

The first passenger car left the stables in Flatbush at 10:15 o'clock, and had a clear passage, although there was inconvenience on account of lack of local or mechanical knowledge on the part of new employees.

The company had no trouble in getting motormen and conductors. Many of the former were from Newark, Paterson, and other places in New-Jersey, some from New-York, and others from other Brooklyn lines that are not running.

A dozen regular trips had been made when the trouble came at 2:30. There had been, at 1 P. M., a big meeting of strikers in Bollinger's Hall, Vernon and Flatbush Avenues. There, according to the story told by one of the men arrested, the plan of attack had been formed and the parts in the riot assigned.

The men left the hall in small groups and went to the point of attack through streets that had been cleared of police by the demand for them on the lines of the tied-up roads.

The place they selected is an ideal one for an ambush. It is just beyond the reservoir house, a rough, rocky strip that runs down to the street in a steep bank. Between it and the reservoir is a narrow lane, and beyond are sheds and shanties.

When Trolley Car 1,137 came along, going down town, there was a shout from 150 throats, and a wild mob dashed down the bank and stood before the car. The motorman applied the brakes. Stones crashed through the doors and windows. A cobblestone as big as a man's fist grazed the head of Policeman John Stack of the Twenty-third Precinct, who stood on the front platform, and the glass in the front door was completely demolished. There were a few passengers in this car. None of them was injured.

The mob was howling in triumph when Trolley Car 1,103 came in sight. On it was a reporter for The New-York Times. The strikers turned at once from the car they had rendered helpless and rushed madly down the street.

"Stop that car, you scab!" their leader shouted. "Get out of that or we'll tear you out!"

Volleys of oaths were hurled in emphasis of the command. The car was completely surrounded, and in a second stones were crashing into it. The passengers in this

car, besides the reporter, were two women and a man. His car consisted of a motor man, a driver, and an instructor—an inspector from the Bushwick line.

A piece of shale nearly 10 inches long, 6 wide, and an inch thick was sent flying from the crowd. The women made a rush for the door. The shale struck almost in the spot where one of them had been sitting.

The motorman, meanwhile, had taken off the car and with a few workmen stood trembling in the car. The instructor went to see what the size of the trouble was. But strikers seized him and dragged him from the car.

He was hung about and blows were rained upon him as he hurried down the avenue. He received a parting kick and disappeared at his best speed, stopping only to shout to the motorman of an approaching car that his life would be in danger if he went on.

The conductor received the same treatment, and he, too, hurried away. Then the motor man, dressed in a frock coat, stood in the doorway, with the motor back in his hand.

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Crowds of Strikers Near City Hall

—Quiet in East New-York.

The people of Brooklyn began yesterday to get used to the trolley strike. Business and pleasure are going on as usual, and with a full understanding of the situation, and made their preparations accordingly.

If there were lingering hopes in the minds of any that the great tie-up was over, these hopes were speedily dissipated by a glance up and down the deserted street-car lines.

Hundreds again had recourse to their bicycles.

The Court Street line of the Brooklyn City Railroad, on which the company concentrated all its efforts toward operation the first day of the strike, was yesterday fully equipped to run regular trips.

Cars ran practically on schedule time nearly all day. In the early morning threatening crowds watched them from various points, but did nothing. The cars were run on the regular six-minute headway, and two operators were in each case men from other roads loaned for the purpose of coaching the motorman secured from New-Jersey and New-York, and many of the conductors were new in the business.

"Everything has been quiet here all day," said Division Superintendent Rygers to the reporter for The New-York Times. "Our cars are making schedule time. We have a full complement of men, and I can see no reason why our traffic should be interfered with again. The strikers have not put in an appearance around the stables at all."

In a trip on one of the cars the only indications that anything was wrong were the absence of uniformed conductors and the lack of local knowledge on the part of the manipulators of the bell. Passengers who wanted to find streets with signs had to trust to their eyes and the signboards.

Perfect quiet prevailed yesterday at the East New-York stations of the Brooklyn City Railroad, and the Brooklyn, Queens County and Suburban Railroad, which are near each other at Broadway and Fulton Street.

The strikers kept close watch on the car barns, and a crowd of four or five hundred persons lined the streets. But they were well-behaved.

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The strikers said that the only way the company could run cars on a moment's notice was to get the consent of the strikers.

At the Brooklyn, Queens County and Suburban Railroad barns about fifty-four cars were formerly run each day. Everything was tied up there, and no attempts were made to send out any cars.

President Partridge of the De Kalb Avenue Railroad was at his office, De Kalb Avenue and Court Street, yesterday afternoon. He would not say he proposed to put the line in operation.

"The question now, so far as I am concerned, rests with individuals," he said. "I mean that I shall deal hereafter directly with a man who wishes to represent the claim to represent the men. We have been deceived by those who claimed to represent the men. A man who wishes to represent the men must come to us himself and say so."

I do not believe the persons who claimed to represent the men really had the wishes of the men. I am inclined to believe that the men are in favor of the proposition which was made Thursday night.

The strikers have already come to me and expressed a desire to go to work. I think that an equitable, if not an amicable, settlement will be reached.

Superintendent George Goodwin, at the barns of the Myrtle, Greene and Gates, and Eastern Avenue lines, says he does not think he had no idea when an attempt would be made to run cars.

"There are so many power houses to guard," he said, "the railroad companies cannot open up the Court Street line to the public. To-day we will open the Flatbush Avenue line, but I do not know. The business of the city is question. The City Board of Health has not yet decided whether or not to open up the lines of travel at once."

The public must be considered in this matter, and not private interests. It is not the duty of the railroads to operate for gain by the companies, but that is not the way to maintain order and convenience to the public and a necessity of public and private business. The people must be considered in this matter. If the railroads are operated for a purpose to open up these lines with as little delay as possible, I think we can accomplish it.

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The Chairman called on General Manager Bogardus to make a general statement as to why the men had left his company's employ. Mr. Bogardus was not sworn.

"I prefer not to go that," said Mr. Bogardus. "The men are leaving my company in this strike. Our men have left us, and whether they propose to return on any terms is a point I cannot answer."

"I suppose you can tell us why the men left?" asked Chairman Purcell.

"I cannot," said Mr. Bogardus. "All that I know is that the committee of men withdrew at a point in the negotiations, and subsequently, for reasons of their own, and by methods of their own, and at a time of their own selection, they went out on strike."

"Have all your men gone out?" asked the Chairman.

"No," said Mr. Bogardus. "Only the conductors and motormen."

"Are your electrical employes out?" asked Chairman Purcell.

"None of our regular electricians has gone."

John Giblin of the Executive Committee of the strikers then stepped forward.

"Please administer the oath to Mr. Giblin," said Chairman Purcell to the Secretary.

Mr. Giblin grew red in the face.

"You didn't swear Mr. Bogardus, did you?" he asked.

"Mr. Bogardus made only an informal statement. He will be called again, and will then be put under oath," was the Chairman's reply to Mr. Giblin.

"May I ask," exclaimed Mr. Giblin, "why different treatment is accorded here to the railroad officials and their employes? The railroad official is allowed to testify without swearing, but the representative of the people is not?"

Mr. Bogardus jumped to his feet, and said he would not be put under oath.

The Chairman directed the Secretary to administer the oath to Mr. Giblin. He set forth the men's side. He is said to be a college graduate. His eyes were closed, and his easy gestures gave him more the appearance of an advocate pleading a case than of a plain man.

"I have explained his fellow-workmen's grievance," said Mr. Bogardus. "I am sorry for my forgetfulness for a moment on the part of a motorman," he said, "may result in the loss of the railroad branch of labor circles. All that we ask as to the hours is that the day's work shall consist of ten hours and that the night work shall consist of seven hours. We do not wish to reduce the day's work to less than ten hours, but we do not wish to reduce the night work to less than seven hours."

Mr. Giblin explained that the time for the route of four and one-half miles was thirty minutes, but that no allowance was made for making stops.

Secretary Bogardus said that he did not know the question of speed should be brought up at all.

Commissioner Purcell explained that the question of speed had nothing to do with the question. Then he asked Mr. Giblin if he was willing to arbitrate.

Mr. Giblin said he was willing to arbitrate.

Mr. Bogardus was asked the same question. He replied that there was nothing to arbitrate.

Mr. Bogardus testified that so far as he knew the electricians were striking last night. The car-fitters were told that these services were not wanted that night.

Mr. Giblin said that the strikers were in conference with the Commissioners at any time, but he did not believe there was any use in this matter. He said that the strikers were concerned should be allowed to operate their lines.

Mr. Best and Patrick Collins also testified.

The Commissioners will meet again at 11 o'clock this morning.

three cars ready. He also communicated with Superintendent Campbell and asked him to put as many policemen as he could spare at the company's disposal. The Superintendent ordered Inspector McLaughlin to take command, and called out all the men in the Eighth and Eighteenth Precincts, under Capt. Murphy and Kenny, and a detachment of the Twenty-third Street stables. Fifteen mounted policemen, commanded by Sergt. Healy, were also ordered to the scene.

The appearance of such a force about the Fifth Avenue car stables caused an immense crowd to collect.

Inspector McLaughlin ordered the policemen to scatter it, and a charge was made upon the men and women, who fell back. The mounted men were drawn up in front of the stables when, at 1:30, Car 30 rolled slowly out. The motorman and conductor were each guarded by a policeman, and the men Biggs, an old employe of the company, started from the front platform to teach the new motorman.

The car was greeted with hoots and yells. Women joined with men in this demonstration of disapproval. The motorman started up. The mounted policemen, for some reason, did not close around the car, and the mob saw an opportunity to act. In a moment the car was completely surrounded. The next instant a rattle of stones on the roof and against the sides of the car showed that the fight had opened.

A young woman named Clara McDonald rushed through the crowd and hurled a large stone at the men on the front platform. It struck Starter Biggs on the head. His hat flew off, and he dropped senseless. The mob hooted and haled stones. The car was stopped and Biggs revived. He was escorted by policemen back to the depot.

The mounted men then galloped into the crowd and the women were driven back into the side streets.

The car was started on its way again, and the mob threw the stone which struck Starter Biggs was locked up on a charge of felonious assault.

The car reached the bridge at 2:15 and started back immediately. A reporter for The New-York Times boarded it at Flatbush and Atlantic Avenues.

Groups of men stood at points along the route, but they were very quiet. Fourth Street the avenue was well policed. The crowd grew larger near Fourteenth Street, where the men were seen to be paid her fare. The crowds made her nervous.

"I can't really think it safe to ride in this car," she asked the reporter.

The reporter assured her that she need not be afraid. The men were really there to protect the car, and the women were in the car to protect the car.

The car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door.

But she did not ride far. A few more stones were hurled at the car, and the car proceeded to Thirty-ninth Street.

On its next trip to the Bridge four mounted policemen met it at Twenty-fourth Street and escorted it to Twenty-third Street. The car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door.

The successful operation of Car No. 30 on Monday was a surprise to many. Any other, and Car No. 26 was sent out, manned and guarded as the first. The mob was suddenly whisked away by the police. Car No. 35 was sent out, but it escaped violence, and not even a pane of glass was broken.

As the afternoon advanced the crowd grew larger and larger. The mounted men kept away from the stables. At 4:30 the car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door.

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panies. The companies claimed that this was not work, only exercise.

Excuse upon them, and they would be able to operate the cars at a rate of speed, but not at a rate of speed, but not at a rate of speed.

The companies, Mr. Giblin said, claimed that the rate of speed was only eight miles an hour, but that meant for any one of the route to the other without making a stop. The men would have to stop to cover ten miles an hour, the rate of speed, he added, that did not run at that rate every day.

If the number of hours were reduced, would the men accept a reduction in wages? asked Commissioner Heardsley.

"I don't know," replied Mr. Giblin.

He was asked about the fenders now in use.

"They may be useful when the cars are run at a moderate rate of speed, but none of them are useful when a high rate of speed is maintained."

Patrick Collins, also a member of the Executive Committee of District Assembly No. 75, K. of L., said the only way to reduce the rate of speed was to increase the number of trips. By a reduction of the number of trips the men would not have so much time to rest, and they would be able to be more careful. The men, he said, did not object in the least to the companies' employing as many men as they saw fit.

The Commission adjourned, to meet at the Chamber of Commerce in this city Tuesday, Jan. 22, at 10 o'clock in the afternoon in the Brooklyn City Hall.

NEEDED BROOKLYN REFORMS

COL. BACON'S SHARP ATTACK ON SOME SCHOOL METHODS.

Dr. Carson Calls Mayor Schieren to Account for Not Decreasing the Number of Saloons.

Col. Alexander S. Bacon sharply attacked the Brooklyn Board of Education at the public meeting of the Law Enforcement Society, held at the Central Presbyterian Church, Tompkins and Willoughby Avenues, Brooklyn, last night.

His remarks created a great deal of enthusiasm, and were in a line with the stories published in The New-York Times last week, showing that the teachers in the public schools in many instances were appointed, not so much for fitness for the positions they were to occupy, as to please the school boards.

George F. Elliott, the President of the Law Enforcement Society, said that the society was organized for the purpose of showing the people of Brooklyn what their rights were, and to see that the laws were properly enforced by the men who were laid down on the statute books.

Col. Bacon's subject was "The Schools and the Law." He said that he had recently been visiting the public schools and had seen some things which he could not, at the present time, divulge. While he did not want to say anything detrimental to the educational system, he had been much pleased, in some of these schools, to see the scholars salute the flag and swear allegiance to it, and he was delighted at the patriotism shown by the schoolboys.

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"I have explained his fellow-workmen's grievance," said Mr. Bogardus. "I am sorry for my forgetfulness for a moment on the part of a motorman," he said, "may result in the loss of the railroad branch of labor circles. All that we ask as to the hours is that the day's work shall consist of ten hours and that the night work shall consist of seven hours. We do not wish to reduce the day's work to less than ten hours, but we do not wish to reduce the night work to less than seven hours."

Mr. Giblin explained that the time for the route of four and one-half miles was thirty minutes, but that no allowance was made for making stops.

Secretary Bogardus said that he did not know the question of speed should be brought up at all.

Commissioner Purcell explained that the question of speed had nothing to do with the question. Then he asked Mr. Giblin if he was willing to arbitrate.

Mr. Giblin said he was willing to arbitrate.

Mr. Bogardus was asked the same question. He replied that there was nothing to arbitrate.

Mr. Bogardus testified that so far as he knew the electricians were striking last night. The car-fitters were told that these services were not wanted that night.

Mr. Giblin said that the strikers were in conference with the Commissioners at any time, but he did not believe there was any use in this matter. He said that the strikers were concerned should be allowed to operate their lines.

Mr. Best and Patrick Collins also testified.

The Commissioners will meet again at 11 o'clock this morning.

three cars ready. He also communicated with Superintendent Campbell and asked him to put as many policemen as he could spare at the company's disposal. The Superintendent ordered Inspector McLaughlin to take command, and called out all the men in the Eighth and Eighteenth Precincts, under Capt. Murphy and Kenny, and a detachment of the Twenty-third Street stables. Fifteen mounted policemen, commanded by Sergt. Healy, were also ordered to the scene.

The appearance of such a force about the Fifth Avenue car stables caused an immense crowd to collect.

Inspector McLaughlin ordered the policemen to scatter it, and a charge was made upon the men and women, who fell back. The mounted men were drawn up in front of the stables when, at 1:30, Car 30 rolled slowly out. The motorman and conductor were each guarded by a policeman, and the men Biggs, an old employe of the company, started from the front platform to teach the new motorman.

The car was greeted with hoots and yells. Women joined with men in this demonstration of disapproval. The motorman started up. The mounted policemen, for some reason, did not close around the car, and the mob saw an opportunity to act. In a moment the car was completely surrounded. The next instant a rattle of stones on the roof and against the sides of the car showed that the fight had opened.

A young woman named Clara McDonald rushed through the crowd and hurled a large stone at the men on the front platform. It struck Starter Biggs on the head. His hat flew off, and he dropped senseless. The mob hooted and haled stones. The car was stopped and Biggs revived. He was escorted by policemen back to the depot.

The mounted men then galloped into the crowd and the women were driven back into the side streets.

The car was started on its way again, and the mob threw the stone which struck Starter Biggs was locked up on a charge of felonious assault.

The car reached the bridge at 2:15 and started back immediately. A reporter for The New-York Times boarded it at Flatbush and Atlantic Avenues.

Groups of men stood at points along the route, but they were very quiet. Fourth Street the avenue was well policed. The crowd grew larger near Fourteenth Street, where the men were seen to be paid her fare. The crowds made her nervous.

"I can't really think it safe to ride in this car," she asked the reporter.

The reporter assured her that she need not be afraid. The men were really there to protect the car, and the women were in the car to protect the car.

The car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door.

But she did not ride far. A few more stones were hurled at the car, and the car proceeded to Thirty-ninth Street.

On its next trip to the Bridge four mounted policemen met it at Twenty-fourth Street and escorted it to Twenty-third Street. The car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door.

The successful operation of Car No. 30 on Monday was a surprise to many. Any other, and Car No. 26 was sent out, manned and guarded as the first. The mob was suddenly whisked away by the police. Car No. 35 was sent out, but it escaped violence, and not even a pane of glass was broken.

As the afternoon advanced the crowd grew larger and larger. The mounted men kept away from the stables. At 4:30 the car was stopped and the woman ran to the door. The car was stopped and the woman ran to the door.

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Street Police Station at 6 o'clock to-day, and to stand ready to protect the Fifth Avenue cars from violence.

HARVEST FOR ELEVATED ROADS

Crowds of Strikers Near City Hall

—Quiet in East New-York.

The people of Brooklyn began yesterday to get used to the trolley strike. Business and pleasure are going on as usual, and with a full understanding of the situation, and made their preparations accordingly.

If there were lingering hopes in the minds of any that the great tie-up was over, these hopes were speedily dissipated by a glance up and down the deserted street-car lines.

Hundreds again had recourse to their bicycles.

The Court Street line of the Brooklyn City Railroad, on which the company concentrated all its efforts toward operation the first day of the strike, was yesterday fully equipped to run regular trips.

Cars ran practically on schedule time nearly all day. In the early morning threatening crowds watched them from various points, but did nothing. The cars were run on the regular six-minute headway, and two operators were in each case men from other roads loaned for the purpose of coaching the motorman secured from New-Jersey and New-York, and many of the conductors were new in the business.

"Everything has been quiet here all day," said Division Superintendent Rygers to the reporter for The New-York Times. "Our cars are making schedule time. We have a full complement of men, and I can see no reason why our traffic should be interfered with again. The strikers have not put in an appearance around the stables at all."

In a trip on one of the cars the only indications that anything was wrong were the absence of uniformed conductors and the lack of local knowledge on the part of the manipulators of the bell. Passengers who wanted to find streets with signs had to trust to their eyes and the signboards.

Perfect quiet prevailed yesterday at the East New-York stations of the Brooklyn City Railroad, and the Brooklyn, Queens County and Suburban Railroad, which are near each other at Broadway and Fulton Street.

The strikers kept close watch on the car barns, and a crowd of four or five hundred persons lined the streets. But they were well-behaved.

It was said at the Superintendent's office that everything was in readiness to send out cars on a moment's notice. Ordinarily cars are sent from The New-York Times four minutes. Nothing was known as to the time when cars would be sent out.

The strikers said that the only way the company could run cars on a moment's notice was to get the consent of the strikers.

At the Brooklyn, Queens County and Suburban Railroad barns about fifty-four cars were formerly run each day. Everything was tied up there, and no attempts were made to send out any cars.

President Partridge of the De Kalb Avenue Railroad was at his office, De Kalb Avenue and Court Street, yesterday afternoon. He would not say he proposed to put the line in operation.

"The question now, so far as I am concerned, rests with individuals," he said. "I mean that I shall deal hereafter directly with a man who wishes to represent the claim to represent the men. We have been deceived by those who claimed to represent the men. A man who wishes to represent the men must come to us himself and say so."

I do not believe the persons who claimed to represent the men really had the wishes of the men. I am inclined to believe that the men are in favor of the proposition which was made Thursday night.

The strikers have already come to me and expressed a desire to go to work. I think that an equitable, if not an amicable, settlement will be reached.

Superintendent George Goodwin, at the barns of the Myrtle, Greene and Gates, and Eastern Avenue lines, says he does not think he had no idea when an attempt would be made to run cars.

"There are so many power houses to guard," he said, "the railroad companies cannot open up the Court Street line to the public. To-day we will open the Flatbush Avenue line, but I do not know. The business of the city is question. The City Board of Health has not yet decided whether or not to open up the lines of travel at once."

The public must be considered in this matter, and not private interests. It is not the duty of the railroads to operate for gain by the companies, but that is not the way to maintain order and convenience to the public and a necessity of public and private business. The people must be considered in this matter. If the railroads are operated for a purpose to open up these lines with as little delay as possible, I think we can accomplish it.

panies. The companies claimed that this was not work, only exercise.

Excuse upon them, and they would be able to operate the cars at a rate of speed, but not at a rate of speed, but not at a rate of speed.

The companies, Mr. Giblin said, claimed that the rate of speed was only eight miles an hour, but that meant for any one of the route to the other without making a stop. The men would have to stop to cover ten miles an hour, the rate of speed, he added, that did not run at that rate every day.

If the number of hours were reduced, would the men accept a reduction in wages? asked Commissioner Heardsley.

"I don't know," replied Mr. Giblin.

He was asked about the fenders now in use.

"They may be useful when the cars are run at a moderate rate of speed, but none of them are useful when a high rate of speed is maintained."

Patrick Collins, also a member of the Executive Committee of District Assembly No. 75, K. of L., said the only way to reduce the rate of speed was to increase the number of trips. By a reduction of the number of trips the men would not have so much time to rest, and they would be able to be more careful. The men, he said, did not object in the least to the companies' employing as many men as they saw fit.

The Commission adjourned, to meet at the Chamber of Commerce in this city Tuesday, Jan. 22, at 10 o'clock in the afternoon in the Brooklyn City Hall.

NEEDED BROOKLYN REFORMS

COL. BACON'S SHARP ATTACK ON SOME SCHOOL METHODS.

Dr. Carson Calls Mayor Schieren to Account for Not Decreasing the Number of Saloons.

Col. Alexander S. Bacon sharply attacked the Brooklyn Board of Education at the public meeting of the Law Enforcement Society, held at the Central Presbyterian Church, Tompkins and Willoughby Avenues, Brooklyn, last night.

His remarks created a great deal of enthusiasm, and were in a line with the stories published in The New-York Times last week, showing that the teachers in the public schools in many instances were appointed, not so much for fitness for the positions they were to occupy, as to please the school boards.

George F. Elliott, the President of the Law Enforcement Society, said that the society was organized for the purpose of showing the people of Brooklyn what their rights were, and to see that the laws were properly enforced by the men who were laid down on the statute books.

Col. Bacon's subject was "The Schools and the Law." He said that he had recently been visiting the public schools and had seen some things which he could not, at the present time, divulge. While he did not want to say anything detrimental to the educational system, he had been much pleased, in some of these schools, to see the scholars salute the flag and swear allegiance to it, and he was delighted at the patriotism shown by the schoolboys.

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car, besides the reporter, were two women and a man. His car consisted of a motor man, a driver, and an instructor—an inspector from the Bushwick line.

A piece of shale nearly 10 inches long, 6 wide, and an inch thick was sent flying from the crowd. The women made a rush for the door. The shale struck almost in the spot where one of them had been sitting.

The motorman, meanwhile, had taken off the car and with a few workmen stood trembling in the car. The instructor went to see what the size of the trouble was. But strikers seized him and dragged him from the car.

He was hung about and blows were rained upon him as he hurried down the avenue. He received a parting kick and disappeared at his best speed, stopping only to shout to the motorman of an approaching car that his life would be in danger if he went on.

The conductor received the same treatment, and he, too, hurried away. Then the motor man, dressed in a frock coat, stood in the doorway, with the motor back in his hand.

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missioner Neeny had exhausted all efforts to settle the strike.

The Chairman called on General Manager Bogardus to make a general statement as to why the men had left his company's employ. Mr. Bogardus was not sworn.

"I prefer not to go that," said Mr. Bogardus. "The men are leaving my company in this strike. Our men have left us, and whether they propose to return on any terms is a point I cannot answer."

"I suppose you can tell us why the men left?" asked Chairman Purcell.

"I cannot," said Mr. Bogardus. "All that I know is that the committee of men withdrew at a point in the negotiations, and subsequently, for reasons of their own, and by methods of their own, and at a time of their own selection, they went out on strike."

"Have all your men gone out?" asked the Chairman.

"No," said Mr. Bogardus. "Only the conductors and motormen."

"Are your electrical employes out?" asked Chairman Purcell.

"None of our regular electricians has gone."

John Giblin of the Executive Committee of the strikers then stepped forward.

"Please administer the oath to Mr. Giblin," said Chairman Purcell to the Secretary.

Mr. Giblin grew red in the face.

"You didn't swear Mr. Bogardus, did you?" he asked.

"Mr. Bogardus made only an informal statement. He will be called again, and will then be put under oath," was the Chairman's reply to Mr. Giblin.

"May I ask," exclaimed Mr. Giblin, "why different treatment is accorded here to the railroad officials and their employes? The railroad official is allowed to testify without swearing, but the representative of the people is not?"

Mr. Bogardus jumped to his feet, and said he would not be put under oath.

The Chairman directed the Secretary to administer the oath to Mr. Giblin. He set forth the men's side. He is said to be a college graduate