

STRIKE BREAKERS BY THOUSANDS APPLY FOR JOBS ON "L" AND IN THE SUBWAY.

Chief Jencks Fears that the Lawless Element, but Not the Strikers, Will Endeavor to Take Advantage of the Situation for Outburst of Crime.

Attacks were made in the street under the elevated or over Subway stations blew police whistles, which brought the police on duty to the street in a hurry. As soon as they got out of sight the attacks began.

Thousands of dollars' worth of property was destroyed either by strikers or their sympathizers, and about twenty men were badly injured. There was the onslaught in most cases that the new crews abandoned their trains and took to their heels where they didn't make terms by joining the strikers. This resulted in a complete blockade of the Third avenue line for over an hour, but the Interborough officials hustled new men on the trains and finally got them in motion again.

VIOLENCE WAS SYSTEMATIC.

Most of those engaged in this work of violence boarded southbound Third avenue elevated trains at the One Hundred and Twenty-fifth street station. There were about twenty to each gang. In the first outbreak the trains remained quiet until the train reached the Ninety-first street station. There they all got out. A moment before frantic whistling from the street had taken the policemen on duty away.

The strikers rushed to the head car and after smashing in the motor-box, dragged the motorman out and beat him unmercifully. At the same time others dragged the guards from their places and gave them a similar dose. Others then started through the cars, smashing the windows, ripping the cane seats to pieces with knives, cutting the bell-ropes and shattering the incandescent lamps. Passengers were brushed aside and told to get out of the train, in order which they hastened to obey.

This happened several times, the worst of the fighting being at Ninety-ninth, Ninety-first and One Hundred and Twenty-fifth streets.

At the same time attacks were being made on men in the Subway. At the Ninety-first street station, of the Subway, a motorman was dragged out of his box and so badly beaten that he had to be taken to the hospital. One of his legs was broken and it is feared that his skull is fractured. Other strike breakers were handled in similar fashion at various points.

RECRUITING STATION FIGHTS.

A little later strikers appeared at the Dey street and Second avenue recruiting stations of the Interborough and mixed it up with those waiting for jobs. Several men were badly beaten before the police appeared in sufficient force to drive the strikers away.

In the rioting on the elevated stations, where there were only two or three policemen around, the strikers did not hesitate to attack the uniformed men, but no arrests were made.

Interborough officials continue, however, to say that everything is running smoothly and that they will be able to take care of the rush crowds to-night. They say they have left hiring motormen, as they have more than they can use and this afternoon gave it out officially that 100 Columbia College students in the School of Mines, all expert electricians and mechanics, have volunteered their services as strike breakers and will man the trains to-night.

The strikers are jubilant over the situation and say they will win easily. At Marion Hall, on East One Hundred and Twenty-fifth street, where they are assembled, speeches are made every minute and they are all of the most inflammatory character. Men who counseled patience and peaceful methods were howled down by the strikers. The officers of the Interborough, however, while predicting lawlessness to-night on the part of the strikers and thugs who great strikes always attract, say that the men who are in charge will take no part in rioting or disturbances of the peace.

IT WAS ANNOUNCED AT THE HALL TO-DAY THAT BEFORE OPENING ALL OF THE BOECENTRIC ENGINEERS AND FIREMEN EMPLOYED IN THE BIG POWER-HOUSES AT SEVENTY-SEVENTH STREET AND THE EAST RIVER, AND FIFTY-NINTH STREET AND FIFTH AVENUE, WILL JOIN THE STRIKE, MAKING IT IMPOSSIBLE FOR THE INTERBOROUGH TO OPERATE A TRAIN IN THE SUBWAY.

A local train in the Subway was held up for nearly half an hour near the Twenty-second street station because the motorman was unable to budge the wheels in spite of the fact that he turned on full power. The wheels would not turn, and an electrician was sent for. He traced the trouble to the last car of the train, where it was discovered that the valve had been uncapped in a mysterious manner, causing the vibrator to pound. It was not discovered who was responsible for uncapping the valve.

ELECTRICIANS REFUSE TO RUN CARS.

Because of this accident the Interborough sent for the electricians employed on the Second avenue division, who are not on strike. They were told that they must run trains. They refused to do it, and, furthermore, refused to instruct new men how to run them. They said that their duty was simply to wire cars and see that the electrical apparatus was in working order, and they would not do anything else. The officials of the road were unable to induce them to recede from this position.

MOBS BEAT CREWS AND PASSENGERS ON 'L' TRAINS

Unprovoked scenes of violence developed early this afternoon along the Third avenue "L" road, from One Hundred and Sixth street to One Hundred and Twenty-fifth street. Motormen were dragged from their boxes and beaten. Windows were smashed, seats cut into shreds, whistle cords severed and insults offered to men and women passengers. The police were powerless to handle the disorder, as those concerned contained an ingenious method of drawing police attention elsewhere. Whenever an attack was contemplated at any particular station a crowd provided with whistles would gather at another station and signal furiously. This would draw the police pickets off, whereupon the crowd would pile on the whistles and proceed to reckless violence.

Within an hour a dozen motormen

SCENES OF DISORDER AT TIMES SQUARE SUBWAY STATION.



POLICE DECLINE AID OF MILITIA.

Col. Wingate, representing Gen. Roe, Tenders Services of National Guard to the City.

Col. Wingate, representing Gen. Charles F. Roe, commander of the National Guard, called on Mayor McAdoo and Police Commissioner McAdoo to-day and tendered the services of the militia in maintaining order. Mr. McAdoo politely declined the offer, assuring Col. Wingate that he did not fear any trouble which the police would be unable to cope with. He said that he had 750 men doing strike duty and had arranged for 3,000 men, so that he would have ample men to handle all disturbances.



WILLIAM L. JENCKS.



AUGUST BELMONT.

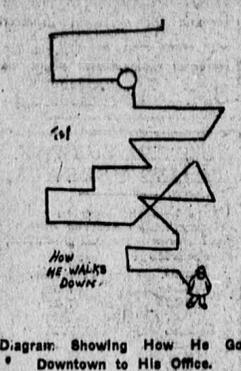


Diagram Showing How He Got Downtown to His Office.

FEDERAL TROOPS MAY GUARD "L" MAIL TRAINS

After a conference between Postmaster Wilcox and representatives of the Interborough Company to-day, an order was sent to the various sub-stations of the Post-Office that mail service would begin on the Elevated road at 11:40 o'clock. Postmaster Wilcox was assured by the officials of the railroad that they were prepared to handle the mail to Harlem and that it would get there on good time. The Postmaster notified employees to be on hand to receive the mail on its arrival at "L" road stations. Mail was sent to the Park Place Station of the Sixth Avenue "L" from the General Post-Office at 11:40 o'clock A. M.

The train carrying the mail was made up of two cars and a sign, "United States Mail," was displayed in front. The sign was to prevent the mail being delayed or in any way interfered with by the strikers. If the strikers attempt to interfere with the guards or motormen on these trains the Post-Office officials announced that the Federal authorities would take a hand in the matter. In case of violence United States soldiers will be placed on the trains. The officials of the Interborough Railroad say that they have made arrangements for carrying mail on the Ninth Avenue "L" between Forty-second and Greenwich streets and on the Sixth Avenue line between Park place and West One Hundred and Twenty-fifth street.



Strike Doesn't Keep the Shoppers at Home.

RECRUITS FOR STRIKE JOBS START A RIOT.

Night strikers promptly and vigorously welded put a sudden end to a riot this afternoon at the Interborough's office at No. 34 Dey street, where over 1,000 men had fought all day to get a chance to enlist in the strike-breaking cause. A rush for the day which had been quelled shortly after noon gave courage to the gathering number of sympathizers, strikers and persons wishing to start trouble, and a sudden onslaught was made by the mob. Policemen Dugan and Brown swung their sticks rapidly, knocking down a number of men. No one was seriously hurt, and no arrests made. No violence was reported from the other recruiting office at First street and Second avenue, where more than three hundred men applied for work.

CHIEF JENCKS PREDICTS CRIME WAVE TO-NIGHT.

William L. Jencks, chief of the Local Division of the Brotherhood of Engine Drivers, declared, as the day wore on and he had an opportunity to study the progress of the strike, that lawlessness and scenes of riot would prevail all over the city to-night. He said public opinion would soon assail the Interborough Company and compel it to give in to the men. After he had made addresses in Marion Hall, on East One Hundred and Twenty-fifth street, and the Harlem Arcade, on East One Hundred and Twenty-fourth street, where more than a thousand strikers had gathered, he made this statement to an Evening World reporter: "We will win just as sure as there is a strike. We have unlimited resources and can continue the fight indefinitely. The men have implicit confidence in their leaders. "Now, I want to tell the people of New York that by to-night this city will see such exhibitions of lawlessness and demoralization as have never before been witnessed here. I do not mean by that that our men will take any part in the tumults and riots that will develop, but the very fact that there is a great strike on the part of the Interborough and the fact that the facilities of the city cripple the police force will be picked, held-up and highway attacks will occur without number with the police utterly helpless to cope with the situation. This will bring about a public sentiment against the company that will compel submission to our demands. "The fact that a few trains are now running does not bother us in the least, for it will be impossible for the Interborough to give anything like an adequate service, and once these green hands got tied up they will find themselves involved in an intricate tangle. Five million strike-breakers could not beat us. These green men could not handle the service even with five months' experience. "We have ordered our men to keep out of saloons and refrain from any form of intemperance. We believe they will obey, and whatever disorders the people have to suffer from will not be of our making. We will win and our victory will be a signal one."

STRIKE-BREAKERS HURT ON TRAIN BY FIVE MEN.

The first serious display of violence on the part of the strikers occurred in a local Subway train at the Ninety-first street station this afternoon when a strike-breaking motorman was dragged from his box and attacked furiously by five men. His left leg was broken and he was severely cut about the head and body before a policeman with drawn revolver interfered. The strike breaker, John L. Langdon, of No. 33 West Thirty-fourth street, was running a south-bound train when he was attacked by five men. Four strikers managed to mingle with the passengers at Ninety-sixth street. They made no demonstration until the car stopped at the Ninety-first street station. Then they hurried themselves on the door of the motor box, burst it open and dragged Langdon into the middle of the car. He fought back with his controller bar, knocking down two of his assailants. They returned to the attack, however, beating him about the head and body until he was unconscious. Several women in the car fainted and Bernard made a counter-complaint and several policemen worked their way into the train with clubs and revolvers drawn. They were returned to the station and placed there under arrest. Langdon was taken to the J. Hood Wright Hospital, suffering from a compound fracture of the left leg and other serious injuries.

MOTORMEN IN ACTION IGNORED HIGH OFFICIALS.

Vice-Grand Chief Hurley, of the Brotherhood of Locomotive Engineers, who, on behalf of the national organization, signed the agreement with the Interborough Rapid Transit Company last September, is at the Grand Union Hotel, 45th street, and was not seen by the strike leaders up to a late hour this afternoon, and refused to say whether or not he had arranged a meeting. "Although my signature appears on the old agreement, I was not consulted in this trouble," said Mr. Hurley. "The strike was declared without my consent. It is a strong principle of the Brotherhood of Locomotive Engineers that strikers must be sanctioned by the national officers, and we have had very few of them. I am sorry the strike was called. The situation looks bad. However, I suppose everything was done that could be done."

MANY TROUBLES ARE BREED BY THE STRIKE.

Shortly before 6 o'clock the first serious trouble as a result of the strike occurred at the Fulton street station of the subway, when two employees of the company were arrested and charged with attempted felonious assault. They were Inspector of Stations Bernard and Charles A. Dougherty, a switchman in the tower at Fulton street. So far as the police can learn, Dougherty locked himself in the tower shortly after 4 o'clock. Bernard, it is alleged, insisted that the switchman leave his station, but Dougherty refused to do so until relieved. He set his danger signals and then waited to be relieved. Bernard finally, it is alleged, went to the tower and broke open the door, and, pointing a pistol at the switchman's head, demanded that he leave the tower.

STRIKE BREAKER SEEKS SAFETY IN A CELL.

George Ives, a strike-breaking motorman, who was beaten at three stations where he stopped his train, called upon the police at One Hundred and Twenty-fifth street and Third avenue to escort him to the station-house. "These men have got it in for me," he said to Roundsmen Hennessy, "and will do me up before they get through. If you are willing I would prefer to spend the night in a cell." A police escort formed about the man and he was conducted to the East One Hundred and Twenty-sixth street station, followed by a boisterous mob. When he was secure in a cell he breathed a sigh of relief.

Surface Car Lines of the City Swamped by the Evening Rush Up Town and Thousands of Workers Are Forced to Walk to Their Homes.

Every car on the surface lines that could be operated was manned and sent out of the barns to take care of the morning rush hour traffic. From Second avenue over to Tenth avenue, cars were running from half a block to a block apart. The chief crush was on the Eighth avenue, Madison and Lexington avenue and Third and Second avenue lines. Had there been twice as many surface cars the traffic could not have been handled with any degree of satisfaction. Nevertheless the Metropolitan system managers showed what can be done in an emergency. By making an early start, tollers in the Eighth avenue sought to reach their places of employment on fairly good time. It was possible to get from One Hundred and Twenty-fifth street to Canal street on the west side surface cars in two hours. On the east side lines, the time made was a little better.

Harlemites Had Advantage. These most seriously inconvenienced were dwellers in the central section of Manhattan Island. Harlemites jammed the cars in Harlem and those who sought to board them below Fifty-ninth street had to wait from half an hour to an hour before they could get even what was termed an "eyebrow hold."

Broadway, Amsterdam avenue and Columbus avenue cars were crowded, but they were vacant lots as to room when compared with the Eighth avenue cars. This line took care of the bulk of the "L" and Subway traffic from all that part of Harlem lying north of One Hundred and Tenth street and west of Fifth avenue. The traffic above One Hundred and Twenty-fifth street, alone was sufficient to swamp all the cars on the line.

Open Roof, Jr., General Manager of the Metropolitan system, said this afternoon that the company is operating all the cars the lines will stand. There is a limit to car operation per track mile, and when that limit is exceeded the delays and obstructions destroy whatever advantage is gained by an increased number of cars. "We handled the traffic in good shape, considering the obstacles, this morning," said Mr. Root, "but we have reached the limit of our resources."

Agents of the strikers are working among the men on the surface lines. Undoubtedly the strikers would like to have the Metropolitan men walk out in sympathy, but the surface car workers are not unionists. All of the Metropolitan employees belong to a mutual benefit association promoted by the company. The Union Line in the Bronx was completely swamped in the morning rush. Every car that could be moved was placed in service, but thousands had to walk to the Harlem River. The management of the Huckleberry route, running between the Harlem and Westchester towns is considering the plan of putting on the open summer cars.



STATE OUGHT TO PUNISH, SAYS CRANE

Magistrate Crane, who lives in One Hundred and Seventeenth street, reached the Essex Market Court by coming downtown on a Second avenue surface car, to which, he said, people were hanging "almost by their eyelashes." Later he said: "Some day the State will assert itself in labor disputes and punish the guilty party. Why should several hundred thousand people be inconvenienced and the business of a great city be held up merely because an employer and its employees cannot agree on the rate of wages or the hours of a day's work, or about subjects even less important? "In the present difficulty I believe the State should have the power to intervene; to keep the trains moving; to find out which side is to blame; then, whether it is the interborough or the men, to punish severely. We'll have to come to it some day, and I believe the present strike will mark to further that much-needed innovation."

MAGISTRATE BARLOW TAKES PATROL WAGON.

Magistrate Barlow, who is sitting in the Tombs court, waited half an hour for a surface car which he could board. Then he tried to get a cab, but failing to see one, jumped on the patrol wagon of the Children's Court, which happened to be passing, and continued in it to the Tombs. "Most novel trip I ever had," said the Magistrate, "but I say anything about it. I'm glad I got here on time."



Brooklyn Has the Laugh on New York.

THIRD RUSSIAN SQUADRON COALING.

TANGIER, Morocco, March 7.—The third Russian Pacific squadron is coaling at the Gaffarin Islands, off the Rif Coast.

NO TIRED BRAINS WHEN GRAPE-NUTS FOOD IS USED.

FACT!! Trial proves.

Advertisement for Lion Brand Collars and Cuffs. Includes text: 'LION BRAND', 'COLLARS 2 for 25c', 'CUFFS 25c a Pair', 'QUARTER SIZES'.

Advertisement for Candy. Includes text: 'SPECIAL FOR TUESDAY', 'CHOCOLATE, VANILLA & WALNUT BUTTER SCOTCH WAFERS', 'CHOCOLATE COVERED PEPPER-MINTS', 'FRUIT AND NUT NOUGAT', 'CHOCOLATE COVERED FIG CARAMELS'.

Advertisement for a deceased person. Includes text: 'DIED', 'KIERNAN—JAMES F. KIERNAN, Jr., beloved husband of Kathryn R. Kiernan (nee Tynan)', 'Funeral Thursday from his late residence, 301 E. 52d St., thence to St. Stephen's Church, East 23th St., at 10 A. M.'

Advertisement for Laundry. Includes text: 'LAUNDRY WANTS—FEMALE', 'IRONER—New shirt ironer on fine custom stock shirt. Laundry, 10 Jones St., 3d floor'.

Advertisement for Lost, Found and Rewards. Includes text: 'LOST, FOUND AND REWARDS', 'Lost, Sunday lady's watch with diamond bracelet, 100% reward. Return Miss L. Harris, 200 West 85th St.'

Advertisement for Whistling. Includes text: 'Whistling Is a Sign of Contentment.', 'How can you whistle and feel contented in a disagreeable FURNISHED ROOM or APARTMENT? If you will Read the "To-Let" To-Day in the MORNING WORLD, Where 8,052 Homes were advertised last week you will find many beautiful places to live and whistle to.

TO CURE A COLD IN ONE DAY. Take Loxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c.