

STILL ATTACK DRIVERS. BEEF STRIKERS ACTIVE.

Packers Fill Their Places—Lodge and Board Men on Lighters.

Repeated attacks on non-union drivers were the main feature of the meat strike yesterday as on Thursday, in spite of the vigilance of the police. These attacks, sometimes accompanied by small riots, took place at so many points that though there were fifty detectives in plain clothes in First and Second aves., the disturbances were almost continuous all day.

Most of the demonstrations were against the drivers of the Schwarzchild & Sulzberger Company. The first attack began early in the morning on a single delivery wagon of the Schwarzchild & Sulzberger Company, which was followed by Detective O'Neill, of the East Thirty-fifth-st. station, down First-ave. He caught a man at Twenty-first-st. stealthily trying to loosen the tailboard so that the meat would fall to the street. A crowd of boys hooted the driver. He kept at a safe distance. The man, who said he was Benjamin Dreckerdorf, of No. 411 East Forty-sixth-st., was fined \$10 in Yorkville court.

About seventy uniformed policemen were stationed by Captain Lantry, of the East Fifty-first-st. station, in the neighborhood of the packing houses in First-ave., at Forty-fifth and the adjacent streets. Captain Lantry took charge of the men himself, and had an eye on crowds of men, women and boys gathered at different points.

As the beef wagons were sent out with their loads they were guarded front and rear by mounted policemen. Members of the strikers' bicycle entertainment committee were seen now and then, but gave the mounted bluecoats a wide berth. The mounted police watched the loads until they were out of the slaughter house district. Then the detectives and police from the downtown districts took charge.

Early in the forenoon James Allen, of No. 544 West Forty-fifth-st., a driver for J. Harrington & Co., calf and lamb butchers, was arrested for preventing the passage of a Schwarzchild & Sulzberger company delivery wagon while a crowd of men and boys were throwing stones at the driver. Patrolman Cavenaugh was struck on the head with a stone, which crashed through his helmet and inflicted a severe gash. The sight of blood seemed to inflame the mob, which closed around the wagon. Cavenaugh then drew a revolver and the crowd dispersed. He did not fire.

Later in the day Cavenaugh was hit in the face with a horseshoe while guarding a wagon belonging to the Schwarzchild & Sulzberger company at Manhattan and One-hundred-and-twenty-fifth sts. A menacing crowd collected, and word was sent to the West One-hundred-and-twenty-fifth-st. station that a riot was in progress. At the sight of several more bluecoats the crowd dispersed. Just then Cavenaugh caught sight of William Posner, of No. 158 West Seventy-ninth-st. and John Connaughton, of No. 246 East Seventy-fifth-st., who, he said, were in the former attacking crowd. They were arrested.

An Italian strike breaker, John Jacobi, was so badly frightened by a crowd while he was getting a wagon loaded opposite the Schwarzchild & Sulzberger plant that he gave up his job. He ran into the avenue to go home uptown, but in Forty-seventh-st. he was attacked, knocked down and kicked. He escaped into a hallway and was rescued by Patrolman McMahon, who kept the mob at bay until the man got away.

Shortly afterward Patrolman Connelly, of the East One-hundred-and-twenty-sixth-st. station, was struck with a brick thrown from the roof of a house at a wagon which was passing near Forty-ninth-st. and First-ave. He was temporarily disabled.

The police were kept on the run until evening chasing mobs of boys and dispersing them. Some of them had their uniforms badly damaged by grease from the wagons on which they were riding while protecting the drivers.

PACKERS' WORK CONTINUES. At the plant of the United Dressed Beef Company in the mean time business was going on briskly. President Isaac Blumenthal took the reporters through the killing floor and showed a number of expert men at work.

"These do not look like the tramps the strike leaders say we employ," he said, pointing to a number of smart looking men. "We had some trouble at first when the engineers and firemen struck, as they drew the fires. It is not true that we are not furnishing our own agents."

He admitted that the number of cattle said to be killed on the previous day was overstated. Yesterday he said two hundred head were killed. He would not promise, but was hopeful that by Monday nearly normal conditions would prevail.

"We never kill kosher meat on Saturday," he said. "But to-morrow will be an exception. We will kill kosher meat to-morrow, as it is a case of necessity."

In the last week or two we have, of course, been looking after our interests and getting expert men from Chicago or anywhere. There are plenty of them. We offered some of our best men, who were earning from \$55 to \$65 a week, a two years' agreement at these wages, but the union command was paramount."

It was said at the Schwarzchild & Sulzberger company's plant that it had been doing little in the killing line. It was expecting a number of men to-day.

The United Dressed Beef Company had its strike breakers quartered in barges, where they were housed and fed. The barges were some distance out in the river and each had a cook's galley, sleeping bunks and mess tables. The police who guarded the barges also were fed on board. There was enough beef, and at all the plants it was stated that it would last for a month.

The independent dealers who had leased rooms in the packing plants, according to some of them, killed their cattle in New-Jersey instead of at the New-York plants. This was to prevent friction between union and non-union men in the local slaughter house.

According to John Kennedy, chairman of the strikers' advisory board, the employers magnified the disturbances. He said the attacks were caused by hoodlums and not by the strikers.

A meeting of the strikers was held in the afternoon at Turtle Bay Hotel, No. 589 Second-ave. Afterward it was said that the officers, coopers, electrical workers, wheelwrights and helpers and blacksmiths and helpers had been ordered out at the Schwarzchild & Sulzberger company's plant. The strikers said last night that the company's power plant was still running.

Hobling was resumed at night, and several times the reserves charged on the rioters. The United Dressed Beef Company's drivers heeled after midnight to go out with the wagons.

DEALER IN CITIZENSHIP. PATROL DRIVER GONE.

Federal Sleuths Searching for Alleged Leader in Frauds.

Much excited, Antonio Rosso, a well to do Italian, living at No. 684 Tremont-ave., visited the office of Joel M. Marx, United States Assistant District Attorney, in the St. Paul Building yesterday, and demanded breathlessly to see Mr. Marx. To Mr. Marx Rosso said he was the bondsman of Antonio Barbetta, who lived in the White Plains Road, and was a patrol wagon driver in the Police Department. Rosso had bound himself in \$3,000 to guarantee the appearance of Barbetta at the next term of the United States Circuit Court, there to answer a charge of having made a false affidavit in the Westchester courts, in support of the application of Giuseppe Ricardo for final citizenship papers. Barbetta swore he had known Ricardo for over five years, and that he had, to his knowledge, come to America when less than eighteen years old. For so swearing, the complaint charges that Barbetta received \$25. Mr. Marx says an additional \$25 was paid, for which Barbetta promised to secure Ricardo a position in the Park Department.

"And now I find," exclaimed the excited bondsman, "that Barbetta's house is empty. His furniture and family, including a son employed in the boiler inspection bureau of the Police Department, have all disappeared, and I can find no trace of them. Won't you have the Secret Service men find him right away," pleaded Rosso.

Mr. Marx promised he would do what he could in the case. No trace of the missing patrol driver could be found by employees of the Department of Justice subsequently detailed to look into the matter. The federal officials think Barbetta fed, fearing other and more serious complaints would be made against him in connection with naturalization frauds, as it is said he knew the federal officers suspected him of being a dealer in spurious citizenship papers. Dempsey, Meete, the principal special employe of the Department of Justice, and Secret Service Agent Calahan will make a vigorous endeavor to find Barbetta, whom they regard as one of the principal offenders in the naturalization frauds.

Antonio Parruto, of No. 413 East One-hundred-and-fifteenth-st., was placed under arrest yesterday by Meete and Calahan, and arraigned before United States Commissioner Shields on a charge of having sold an altered citizenship paper to Esquaque Pagan, on December 28, 1900. A further complaint against Parruto charges him with having impersonated Domingo Gallo before the United States District Court, where, with the two false witnesses, he is alleged to have secured final citizenship papers in Gallo's name.

It was on the evidence of Gallo that J. E. Brand proposed to issue his charges against Superintendent of Elections Moran, whom the lawyer alleged, had arrested many Italians on charges of citizenship frauds without cause or proper proof of wrongdoing.

Parruto was held in \$3,000 bail and locked up in Ludlow-st. jail.

IT'S TO LAUGH.—HOPPER. Brick Falling in Street Makes Superintendent Merry.

Isaac A. Hopper, Superintendent of Buildings, when seen yesterday in regard to the tearing down of a building at West Broadway and Third-st., expressed himself as confident that every precaution against danger had been taken. In spite of this statement, not even a guard rail protects pedestrians from falling debris and the Sixth-ave. elevated railroad, which turns into West Broadway there, is left unshielded from wreckage, which may fall in front of a train and cause a serious accident. When told that one brick had already fallen to the sidewalk, by the merest chance harming no one, Mr. Hopper laughed.

"Because one brick falls," he said, "you get excited and think the whole building is going to come smashing down. I'll be down in a couple of days, and without danger."

"Will there be any precaution to prevent a second brick falling?" he was asked.

"I have nothing more to say," replied Mr. Hopper.

MISSING PARTY TRACED. William Wood Searching for His Wife and Her Companions.

Burlington, Vt., Aug. 12.—After an investigation lasting all day, it was learned late to-night that Mrs. William Wood, the wife of the president of the United States Life Insurance Company, her son, Irving G. Wood, Percy Blissard, of Pittsburg, and Hugh Debett, of Erie, Penn., the three last named being Princeton College students, arrived on Tuesday at Grand Isle, Lake Champlain. The party stayed at Grand Isle until yesterday, and then proceeded south on the lake. The party is traveling in two canoes, accompanied by two Indian guides.

The party was on a canoe trip from the Great Lakes to Lake Champlain, by way of the Ottawa, St. Lawrence and Richelieu rivers. They were last heard from at Parry Sound, Georgian Bay, Lake Huron, eleven days ago. Nothing having been heard from them since, Mr. Wood feared that some accident had befallen the party, and last night he left his home in New-York for this city to trace, if possible, the missing canoeists. Mr. Wood has not registered at any of the local hotels, nor has he made himself known at any of the insurance offices. It is believed that he has met his family further down Lake Champlain.

SHOOTS FROM AN "AUTO." One Young Man Jumps Out and Another Fires at Him.

An automobile, with a man and a woman on the front seat and two men and a young woman on the rear seat, was in Seventh-ave., at One-hundred-and-twenty-third-st., early this morning, when a crowd gathered, seeing there was some trouble. The automobile stopped, and the young woman in the rear seat jumped out and ran across the avenue. One of the men in the rear seat also jumped out. He ran in an opposite direction. Then the other man in the rear seat took out a revolver and fired a shot at the running man. The crowd scattered for an instant, but then gathered in indignation. They tried to find out what the trouble was, but the man running the machine shot through the crowd and around One-hundred-and-twenty-fifth-st.

The man who jumped out caught up with the woman, and they went to the Casino, at One-hundred-and-twenty-fourth-st. and Seventh-ave. The crowd asked them to explain, but the young man said:

"Nobody's business."

Both were well dressed. The woman wore jewels.

CANADIANS SEIZE AMERICAN NETS.

(BY TELEGRAPH TO THE TRIBUNE.)

Montreal, Aug. 12.—One hundred American fish nets have been seized by the Dominion government steamer Petrel at Long Point, on Lake Erie, and will be sold. The owners of the nets escaped to American waters. This far this season 48 nets have been found in Canadian channels and confiscated. Captain Scott, in command of the Petrel, says that the fishing industry on Lake Erie will soon become a thing unless the United States and Canada take joint action to prohibit illegal catches.



GUARDING MEAT WAGONS AGAINST STRIKERS. Four policemen to a man.

FAST TRAINS IN DANGER. BRIDGE TRUSSES FALL.

Three Workmen Hurt—Many Commuters Walk Through Woods.

Going at fifty miles an hour, the northbound Boston express of the New-York, New-Haven and Hartford Railroad loosened the blocking yesterday under a thirty-five-ton truss of the new driving bridge over the railroad tracks at Two-hundred-and-fourth-st. and Bronx Park, and the truss "turned turtle." Three other trusses of similar weight, and a twenty-ton girder, which were balanced by ropes fastened to this girder, were thrown into the railroad cut. The last car of the train was about three hundred feet north of the bridge when the accident happened, and the train narrowly escaped injury. Five men were working on the truss which turned turtle, three of whom were thrown into the cut. Two, seriously injured, were removed to Fordham Hospital. The third man got away in the excitement. The White Plains express was flagged about a quarter of a mile below the wreck while going at full speed. It came to a stop within a hundred yards of the fallen trusses.

The injured men are Frederick Hartman, of No. 222 East Eighty-seventh-st., who has internal injuries and contusions about the head and body, and will probably die; Frank Auster, thirty-four years, of East One-hundred-and-thirty-fourth-st., whose left arm and a rib on the left side were fractured, and who received lacerations of the left foot and body bruise; and an unidentified man, who had a scalp wound and bruises.

The police were quickly on the scene and arrested Frank Trench, the superintendent of the work for the Baltimore Bridge Company, the contractors, and Thomas Dryden, of No. 1,630 East One-hundred-and-sixty-fifth-st., the foreman.

The bridge is being constructed over the railroad cut as a driveway into Bronx Park from Woodlawn Road, in the Bedford Park district. The bridge is to be eighty feet wide. Recently the five trusses and the girder were laid across the cut. The ends were placed on blocking preparatory to being riveted to the abutments. The trusses are wide, and under ordinary conditions easily balanced. The work of resting them on the abutments was begun yesterday. A derrick was put in place on the west abutment and fastened to the west end of the fourth truss, counting from the south. The winch was started and the truss was raised a few inches from the blocks, so that they could be slipped from under. The five men were on the truss ready to rivet it.

When the train flex past and the three men were thrown down, the other two managed to hold on. The balancing ropes connecting the fourth truss with the first, second and third had not been disconnected, and so the fourth truss turned toward the south it dragged the three trusses and a girder from the blocking and they crashed into the cut. The fifth, or north, truss was standing alone, and began to swing. It did not fall, however, two workmen steadying it.

It was found that twelve hours would be needed to clear the tracks. The derrick already on hand, it was found, was just able to support the fourth truss as it lay. The afternoon rush for this city to trace, if possible, the missing canoeists. Mr. Wood has not registered at any of the local hotels, nor has he made himself known at any of the insurance offices. It is believed that he has met his family further down Lake Champlain.

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The police had much difficulty in keeping the passengers moving under the bridge. A path had been cleared through the woods around the wrecked bridge. Then policemen were stationed at various points along this one hundred yard path to guide the passengers. The woods were muddy and there were many holes and a couple of fences. Some passengers ran across a lot of wire and this, too, caused great inconvenience. After a while lanterns were used to good advantage.

In all it was estimated that ten thousand persons were transferred by the path through the woods to the northbound trains.

Baggage was taken by the railroad men to the trains waiting at the other end, and this took a long time and made especially great trouble. There were sixty trains delayed up to 9 o'clock. In Westchester County early reports of the accident made it appear that one of the accommodation trains out of the Grand Central Station had been wrecked. At Mount Vernon, New-Rochelle and other places the telephone lines were kept busy by the wives and families of New-York business men.

Within an hour or so after the falling of the trusses anxious men and women began appearing at the stations in search of information. Many of the women refused to go home, even after being assured that the accident was not serious.

Many Westchester County residents who had been on the trains walked to the line of the "Huckleberry" trolley road. These cars were overcrowded, and in all of them going to Mount Vernon and New-Rochelle the people stood six deep in the aisles. Some of the cars running from the Bronx Park elevated station to Mount Vernon carried as many as 150 passengers. They moved at a snail's pace. All the hacks in Mount Vernon were pressed into service, and were busy until a late hour.

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Leaving car to Springfield, Mass., daily on train leaving Grand Central Station at 11:30 p. m.—Adv.

TOGO ROUTS RUSSIAN FLEET. WARSHIPS THROWN INTO CONFUSION AND SCATTERED BY THE JAPANESE FIRE.

Damaged Battleship and Three Cruisers in Neutral Ports—Others Thought Again at Port Arthur.

Admiral Togo reports that the Russian fleet's formation was broken in the battle which lasted all Wednesday afternoon, the ships scattering. Four vessels and a number of destroyers escaped southward, the remainder, apparently, returning to Port Arthur. These last were pursued and were considerably damaged. The Japanese casualties are placed at 170, and the fighting power of their fleet is said to be unimpaired.

Dispatches regarding the arrival of the Russian ships at neutral ports are conflicting, but it seems that the battleship Czarevitch, which was badly damaged, and the cruisers Novik and Pallada are at Tsing-Chau, a German port, and that the Askold, bearing marks of many shells, and with twelve men killed and fifty wounded, is at Woo-Sung, the port of Shanghai.

Neutral law was violated at Che-Foo, according to dispatches from that port yesterday, when Japanese destroyers seized and towed away the disarmed Russian destroyer Ryeshitsheli. Russia has entered a protest, through France, at Tokio, and all the great powers have fears that the war may spread beyond the boundaries set by the note of Mr. Hay.

NEUTRAL LAW VIOLATED. FLIGHT TO SAVE FLEET. Russian Fire Weakens Under the Japanese Attack.

Tokio, Aug. 12.—The intense anxiety which prevailed in this city since the first meagre report of Wednesday's action, was relieved to-night by the publication of the following dispatch from Admiral Togo:

On August 10 our combined fleet attacked the enemy's fleet near Gusan Rock. The Russian vessels were emerging from Port Arthur trying to go south. We pursued the enemy to the eastward. Severe fighting lasted from 1 o'clock Wednesday afternoon until sundown. Toward the close the enemy's fire weakened remarkably. His formation became confused and then his ships scattered.

The Russian cruisers Askold and Novik and several torpedo boat destroyers fled to the southward. Other of the enemy's ships retreated separately toward Port Arthur. We pursued them, and it appears that we inflicted considerable damage.

We found life buoys and other articles belonging to the Russian battleship Czarevitch floating at sea. The Czarevitch probably was sunk.

We have received no reports from the torpedo boats and the torpedo boat destroyers which were engaged in the attack on the ships of the enemy.

The Russian vessels, with the exception of the Askold, the Novik, the Czarevitch and the cruiser Pallada, appear to have returned to Port Arthur.

Our damage was slight. Our fighting power has not been impaired.

The casualties in the Japanese navy in the action numbered 170.

The Navy Department to-night issued a brief statement of the engagement on August 10. The statement follows:

According to reports received to date the enemy's fleet which emerged from Port Arthur was attacked by our fleet south of Ventus island (one of the Elliot group). The Russian fleet fled during the night.

The cruisers Askold and Novik and another cruiser, with one torpedo boat destroyer, ran into Kiao-Chau Bay on the evening of August 11.

One torpedo boat destroyer went to Che-Foo. Three of the enemy's battleships, one cruiser, probably the Diana, one hospital ship, two gunboats and several torpedo boat destroyers seem to have separately returned to Port Arthur between dawn and noon of August 11.

Our fleet appears to have sustained no damage.

It now appears that Admiral Togo did not send the report of yesterday's battle which was credited to him.

It is anticipated that the Japanese government will immediately make representations to Germany concerning the Russian warships which have taken refuge at Tsing-Chau.

St. Petersburg, Aug. 12.—While the Admiralty of this hour declares it has received no further news of the Port Arthur squadron or of the sea fight, the foreign dispatches pouring in have dashed the Russian hopes that the squadron had succeeded in escaping, and it seems now to be only a question of the extent of the Russian sea disaster.

The Emperor received to-day the following dispatch from Viceroy Alexieff, dated August 11:

According to a report from the commanding officer at Port Arthur, the squadron put to sea on August 10. The steamer Mongolia followed the squadron.

The following Japanese vessels were on the horizon: Three first class cruisers, eight small cruisers and seventeen torpedo boats.

The fort had been bombarded with siege guns for the last four days.

WITTSOFT KILLED?

Death of Russian Fleet's Leader Reported at Che-Foo.

Che-Foo, Aug. 13.—A report has been received here to the effect that Admiral Wittsoft was killed in the battle off Round Island last Wednesday.

THE ASKOLD BATTERED.

Cruiser at Shanghai—Twelve Killed; Fifty Wounded.

Shanghai, Aug. 12.—The Russian protected cruiser Askold arrived at Woo-Sung to-day with her fifth funnel gone close to the deck, all the funnels riddled with shell holes, one gun on the port side dismounted and several large shell holes above the water line.

One lieutenant and eleven men had been killed, and fifty men wounded.

A Russian torpedo boat destroyer also reached this port.

It is rumored that four Russian battleships are off the Saddle Islands, about seventy miles southeast of this port.

Three Russian cruisers are reported to have arrived at Tsing-Chau.

The Saddle Islands are about 350 miles from

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