

SUBWAY SERVICE NORMAL AT NIGHT

Shonts Challenges Labor's Figures on Motormen Who Quit.

COMPANY DENIES WAR AGAINST UNION

Placard Declares Contract Plan Was to Help Employes.

According to President Shonts, of the Interborough, the subway and elevated service had been restored to normal at 8:40 o'clock last night—normal for that time being, of course, a partial service.

At that hour figures compiled at the company's headquarters in the Hotel Belmont showed every scheduled train was not only in operation, but was running on time. While these figures were flatly denied by officials of labor unions, Mr. Shonts insisted he would stake his official position on their accuracy. The police figures showed that during the day the service had been below normal.

At the same time, the traction official said not a single subway motorman was on strike. Moreover, he denied there had been any 'doubling up' of motormen, the working of long hours, or other makeshifts in order to keep the normal number of trains in operation. When told more than two hundred men had stood up at an afternoon meeting and announced themselves to be striking motormen, Mr. Shonts expressed great surprise.

Says They Are Posters.

"Why, if they keep on they'll be saying more men are out on strike than we had in the service originally," he said. "These men had no means of identifying themselves, and simply called themselves motormen for the purposes of that meeting. The answer that the public can see at any hour of the day or night is that we are raising hell. If we didn't have trained men to handle them."

Other figures produced by Mr. Shonts' accountants at the Belmont headquarters in an effort to prove that eight more surface cars were in operation during the day than on Saturday. Representatives of the surface lines said they had counted only 12 cars on Saturday, and the slight increase had come about without any change of plans.

"Larges made by strikebreakers, as witnesses at the Public Service Commission investigation in the afternoon, were passed on by Mr. Shonts as entirely beyond the jurisdiction of the company. He was charged only to maintain the same number of cars as on Saturday, and the slight increase had come about without any change of plans.

2d Avenue Line to Ask Court to End Its Strike

Officials of the Second Avenue car line, which is distinct from the Third Avenue and the New York Railways, plan to stop the agency of the Supreme Court, John Beaver, receiver for the system, has instructed his lawyer to ask the court to revive old injunctions issued by Justice Bishop and Whitaker when the receivership was appointed. These forbade any one interfering with the operation of the line's cars.

Reason for Organization.

"The fundamental ideas of the company in encouraging the formation of such an organization were: 1. That the men in their dealings with the company should enjoy the benefits of collective action without expense. 2. That the public should be protected against sympathetic strikes by preventing out of disputes in which the company and its employes are not concerned.

SO ANGRY AT SUBWAY HE LANDS IN BELLEVUE

Court Stenographer Tells Police He "Indicted" Fitzgerald.

Arnold J. Wisch, court stenographer in Special Sessions, after a ride to work on the congested subway yesterday morning, called up the First Branch Detective Bureau and announced that he had indicted William B. Fitzgerald, organizer of the striking car men, for grand larceny. He also expressed the wish that the labor leader be arrested at once.

Contracts for All.

"But the company went one step further; it not only agreed to a contract with the men collectively, but it asked

STRIKEBREAKERS OBJECT TO FOOD

Tell Public Service Commission They Are Abused by Employers.

"ABSOLUTE LIES," WADDELL REPLIES

Declares Men Are So Well Fed Indigestion Makes Them Useless.

If the subway ticket chopper frowns and seems unfriendly, or if the "L" guard wears a sullen scowl, be lenient. Hand him a pepin tablet. He is probably a strikebreaker and a victim of dyspepsia. Most of the Interborough strikebreakers are, according to James A. Waddell, and he should know. His firm, Bergoff Brothers & Waddell, recruited most of the men who are working to prevent a transit tie-up, having brought them here from the West and quartering them in the various car barns of the Interborough.

SHOTS AND BRICK RAIN ON 'L' TRAIN

Continued from page 1

among the too ardent supporters of the strike.

Car Crew Kidnapped.

The most serious of the earlier riots of the day occurred at Eighty-ninth Street and Third Avenue yesterday afternoon, when strikers pouring from a meeting in Lyceum Hall, at Eighty-sixth Street, sighted a lone Third Avenue car coasting up the avenue. Amsterdam can employes of the street railways made after it, picking missiles on the way.

The car was open, but by good fortune no one was hurt. The motorman and his placard were lifted bodily from their places by the men and carried into Lyceum Hall, from which they were not freed until they had received the Third Avenue Railway Company.

Meanwhile those not concerned with the kidnapping occupied themselves with other things. Everything on the car that could possibly be broken became a sufficient number of reserves arrived to disperse the wreckers was shattered.

Attacks Begin Early.

From early morning bricks and cobblestones greeted elevated and surface cars. Shortly after 8 o'clock last night some one hurled a stone through the window of a Second Avenue "L" car halted at the Fourteenth Street station.

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Striking Strikebreakers Bare Their Car Barn Woes to P.S.C.

Three Finks, in Language Strange to Hearers, Say Guerrilla's Threats to "Put It Through Them" Virtually Made Men Interborough's Prisoners.

FINK—A strikebreaker; an occasional worker not affiliated in any way with the A. F. of L.

FRESH, To get—to invite a grilling. GRILL—A two-fisted method of enforcing authority. (See Smash, Jack, put it through you.)

GUNMAN—One whose enthusiasm for good, honest work leads him to accept pay for persuading others to do it; a professional violator of the Sullivan law; a guerrilla (colloq).

JACK—A weapon handy to carry, swift of application and superior in hardness to the human skull; a black-jack.

PUT IT THROUGH YOU—To ventilate the anatomy by use of firearms and leaden pellets.

ROD—A revolver or automatic pistol; a 'rat' (colloq).

SMASH—The daily wage of the Fink; as, 'a smash on the jaw.'

The foregoing glossary is offered as a guide to be used in connection with the record of proceedings yesterday before the Public Service Commission. Some of the definitions are those which were required to read into their testimony, that the Commissioners might be under no misapprehension as to the facts. The rest, obtained from other authorities, are generally accurate.

All three witnesses were Finks. The burden of their charges was that the Interborough was virtually holding its strikebreakers prisoners in car barns; that conditions in the barns were highly unsanitary; that the food provided by the company was bad; that bands of gunmen were employed to terrorize the Finks, and that pay was being held back.

Pleasant Sport in Barns.

Added to this, it was made to appear that the Bergoff Bros. & Waddell agency, whose business in the main is strikebreaking, had adapted a valuable side line from the practices of the old-fashioned circus manager. Although Finks are not encouraged to leave the stations where they are concentrated, more lurking excitement than which pleasuring in the guerrilla's right hand is provided for them on the spot. Those who are fond of gambling may daily with dice or cards in the barns.

George Brown, a product of the lower East Side, who had specialized in strikebreaking for the last eight years, told of the gambling after his two fellow Finks had registered their complaints. He was explaining how a couple of strikebreakers had happened to come to blows Sunday morning in the 15th Street car barn.

"Somebody tried to ring in phony dice," he explained.

Julius Henry Cohen, special counsel for the commission, who had been busy collecting definitions, sought another one. Louis Fridiger, attorney for the Amalgamated Association of Electric and Street Railway Employes, suggested the witness meant loaded dice.

"That's right," assented Brown, who is better known in strikebreaking circles as "Brownie." "There isn't a seven on the dice. It might be six or eight. A man might have a right pair of dice and have a wrong die in the other hand. Every time we won't on a job there are eight or nine fellows won't work, but go out for games—strikebreakers' men. In that game they are all fifty-fifty."

"Brownie" Gets a Threat.

"Brownie," who took the place of a striking conductor on the Union Railway in the Bronx last month, said he had been working as an "L" guard for six days. His specific complaint against the strikebreakers was that they were not so much food or sanitary conditions as the fact that a gunman on guard there had threatened to "put it through him" when he joined for a strike. "What was the first thing I knew?" asked Cohen.

"Yesterday we were supposed to go out on the East Side said: 'Don't wear any uniform, Brownie.' I told him I went for dinner, and I told him to get me on the neck with a belt."

Says Strikebreaker Works.

"I am ignorant of these things, Mr. Brown," confessed Cohen. "Will you tell me the distinction between a strikebreaker and a guerrilla?" "Well, a strikebreaker goes out and works for a living once in a while, anyhow. A guerrilla, he don't do anything. He just loaf."

How did they keep the men from leaving the barns?

"There were eight or nine guerrillas at the entrance. If any one tried to go out they would just smash him. Even under the careful questioning of the general, that Fitzgerald's 'action' threat had caused the break. The remark had been made on August 31, he pointed out, and there had been several conferences between them and September 5, when the final break came. The hearing will be resumed at 11 o'clock this morning.

MORGAN SCORED BY FITZGERALD

Union Head Says Road Has Paid Bankers \$10,000,000 in Few Years.

MORE THAN SUM MEN NOW SEEK

Shonts and Whitridge Assailed in "Public Must Pay" Reply.

Asserting that the strike situation was eminently satisfactory to those in charge, William B. Fitzgerald in a formal statement last night answered the assertions of the company managers that the public would have to pay the cost of the strike by calling attention to disbursements made by the Interborough in negotiating the new subway contracts.

"As far as the general situation is concerned," he said, "the conditions are perfectly satisfactory. Recruits are coming in from the surface, elevated and subway lines. To-day we pulled 200-193, to be exact—of the elevated and subway, and most of them were motormen.

Tells "Partners" Facts.

"We believe some facts should be called to the attention of the public, seeing that it is to become 'partners in the operation of the subway.' "Interborough officials are bitter because the unionizing of the road compelled an increase in the wages of employees a few weeks ago. Here is played a few facts for your consideration. Interborough paid J. P. Morgan & Co. in a few years:

"Sold \$170,000,000 bonds at 92 1/2% interest, and \$5,000,000 in immediate profit; 3 per cent, or \$5,100,000.

"Morgan bought 14,000,000 bonds at 96 1/2% and made an average of 2 per cent profit, or \$280,000.

"Morgan's participation in syndicate profit is at least \$690,000.

"Morgan uses Interborough money left on deposit and pays 2 1/2 per cent interest. Morgan's net profit at least 2 per cent, or \$3,400,000.

"Interborough paid Morgan for 'getting ready' to finance its share of dual contracts \$250,000. Half of this comes out of the city treasury.

Paid Underwriters \$250,000.

"Interborough paid to underwriting syndicate, composed of Morgan & Co. and two other firms, \$250,000. Morgan's share one-third, or \$83,333.

"Interborough paid to Guaranty Trust Company to act as trustee of bonds \$80,000.

"Interborough paid Winthrop & Stimson, counsel of Guaranty Trust Company, to examine and issue \$150,000 bonds. The increase paid Francis Lynde Stetson, private attorney for Morgan & Co. for examining mortgage underlying bond issue and for share in subway negotiations that resulted in sacrifice of city's interest in dual contracts, \$50,075.

"Here is approximately \$10,000,000 kept out of the pockets of the people to Morgan, his associates and agents as one result of the subway deal. The increase granted to all the men will not equal this sum in ten years. And Morgan and his traction associates aim to destroy the union. In testifying before the Federal Industrial Commission, Mr. Morgan said if a longshoreman could not get more than \$10 a week he wasn't entitled to more. Interborough employes are trying to get only a living wage from Morgan and his associates.

Advocated Eight-Hour Day.

"Interborough directors were warm advocates of the principle of the eight-hour day when they granted bonuses to President Shonts, Counsel Rogers and Auditor Gaylor after the subway contract was 'put over' on the strike. There is no interborough strike. The Interborough men are not on strike and the others are striking in sympathy."

"You approve that strike note of the New York Railways men?" "Certainly; most assuredly."

"Frank Hedley, general manager of the Interborough, the 'men would take action' he meant they would strike."

Action Put Up to Men.

"I meant it was up to the men to accept or reject the contracts," he explained. "Whatever action they would take was up to them. I can't help what Mr. Quackenbush understood. If he had any doubt of my meaning he should have asked me."

"What are the reasons for the Third Avenue strike, Fitzgerald accused the company operating the system of having been in collusion with the Interborough and green car officials."

"When Whitridge came home, that was no help to peace," he continued. "He sent a letter to the Mayor referring to me as 'Fitzgerald's' cow. 'I'm tired of noble birth,' said the man who calls another 'mister' must call me 'mister.' Whitridge's insulting letter doesn't get him anywhere with me. Here's another thing. Whitridge and Shonts dine at Sherry's and some more were there. They were in collusion, working together all the time. I knew from the day of the August 31 agreement that the roads never were on the level in trying to carry it out."

The hearing was adjourned at 5:45 o'clock, after Fridiger had read from the records to refute the assertion of James L. Quackenbush, Interborough general attorney, that Fitzgerald's "action" threat had caused the break. The remark had been made on August 31, he pointed out, and there had been several conferences between them and September 5, when the final break came. The hearing will be resumed at 11 o'clock this morning.

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ITALIANS ADVANCE LINES IN TRENTINO

Seize Strong Positions in Lens and Posina Valleys.

Paris, Sept. 11.—The Italians have won fresh successes in the Trentino, capturing strong Austrian positions in the Leno Valley and in the Upper Posina, according to today's official report from Rome. The Vienna War Office records the repulse of fierce attacks by the Pasubio region and against Monte Malo.

The Italian announcement reads: "In the zone between Vallarsa and the head of the Posina Valley yesterday, after artillery preparation which was hampered by thick mists, our infantry captured a strong trenchment at the bottom of the Leno Valley. Between Monte Spil and Monte Corno they completed capture of the trenches still left in the enemy's possession after the fighting of September 7. Progress also was made on the ground north of Monte Pasubio and on the northern slopes of Corne del Coscon, in the Upper Posina Valley."

The Austrian report says: "On the front between the Adige and Astico valleys the Italians developed increased activity. On the Monte Spil-Monte Coscon sector the advance of several enemy battalions was repulsed. "In the Pasubio region the enemy penetrated our trenches at two points. Our counterattacks drove him out immediately, sixty-eight prisoners falling into our hands. An enemy attack against Monte Malo failed."

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