strike committee and presiding at the meeting, informed the men that both Mr. Fridiger and Mr. Shea were at the Continental Hotel in Manhattan conferring with representatives of employees of the New York City Railways Company and of the Interborough Rapid Transit Company.

The meeting was in an uproar. In five minutes the unfounded rumor had become general that the two Manhattan railroad systems might be as paralyzed as the Brooklyn Rapid Transit Company within a week. But cooler men scoffed at the idea, and it was not possible to verify Sheridan's announcement.

Not a wheel moved over Brooklyn surface tracks. Now and then a futile two car train would rumble over the elevated trestles or scoot through the underground tubes like a frightened jackrabbit. They made little pretense of carrying passengers. There were forty of these impotent transports in motion at 9 in the morning, and toward evening the forty had become nearly sixty—about 5 or 6 per cent. of the normal number of trains.

The company might have run a dozen surface cars, too, but they didn't feel like thus precipitating riots. They plan sending 500 armored cars out at once when they begin, new men receiving double pay manning each, and each car protected fore and aft with iron screening that is brickproof. And they will not try this until they have enough trained new men to do it correctly. Strikebreakers are being enlisted slowly, and they are hard to find.

Thus Brooklyn's annual traction strike delivered its first blow to the long suffering residents of that borough. Brooklyn business men, already grumbling over a poor season, are roaring for somebdy to do something to end the mess so that they may continue business. Brooklyn workers, the inevitable and invariable goats of such situations, are wondering why in the midst of the deluge of charges, counter charges, accusations, declarations or moral principles and so on some power does not go to their rescue and force the B. R. T. and the Amalgamated Association of Street and Electric Railway Employees of America to settle their differences.

Here and there small and brief fights between strikers and loyal men occurred. Now and then a strike sympathizer and some one who said that the strike was an outrage tore each other's clothing and battered each other's noses. And now and then the cops had to use their clubs to disperse loafers. But there was nothing suggestive of actual rioting during the day.

Rowdies Curbed by Police.

As far as could be learned the strikers obeyed their leaders and stayed away from the crowds and out of trouble. Wherever the strikers talked they preached peace. Rowdies were as active as the police would permit them to be and the police were in no liberal mood.

From South Brooklyn car barns and sidings where strike bound elevated and subway cars lie came stories of sabotage. Around the B. R. T. offices it was rumored that car inspectors had found switchbox keyholes on the cars plugged and chewing gum dropped and rammed into slots and holes where it would do the most harm. They said that air brakes had been tampered with and rendered impotent. But no arrests were made on such charges nor any individual accusations uttered.

The Public Service hearing was almost as chaotic as the streets of Brooklyn. Certainly it developed nothing but renewed assurance that unless something radical is done by somebody or some power Brooklyn is in for a siege of such conditions as obtained there yesterday. The commission continues its hearing this afternoon. Deputy Public Service Commissioner Barrett presided over yesterday's session and almost all the time was spent in acrimonious debate between Louis Fridiger, counsel for the union, and Terence Farley, the commission's attorney.

Lindley M. Garrison, receiver for the B. R. T., said that the company was not bound to arbitrate because the agreement between him and the employees, dated December, 1919, contained no arbitration clause and that this agreement superseded the contract of August of the same year, which did contain the arbitration clause and which Patrick J. Shea, general director of this strike, insists still holds good.

Whereupon Mr. Fridiger aroused the strikers to wild enthusiasm by roaring:

"Thousands of boys went to France and gave up their lives because an autocrat broke a contract and called it a scrap of paper. The misuse of that contract was no greater than that shown by those in charge of the road you work on. The officers of the B. R. T. meant that the contract should be a scrap of paper, binding just so long as it meant something to them, but only fit for the waste basket when it meant something to you men.

"Shea and myself have been characterized by Judge Mayer as contract breakers. I say with a full realization of the fact that I am dealing with the Federal court that Shea and Fridiger never in our lives began to be the kind of a contract breaker that Judge Mayer is."

And then at the hearing before the commissioners Fridiger and Farley became involved in a tempestuous battle of words because Fridiger accused Farley of questioning Mr. Garrison with great deference and Mr. Shea as though the latter were a person of less importance. Meanwhile the streets of Brooklyn were filled with struggling, sweating, punching, weary men and women who couldn't get to work or couldn't get home.

Hylan Analyzes the Trouble.

Mayor Hylan, obviously overwhelmed by the state of affairs, then tried to set himself and the situation straight before the public by issuing the following analysis of the trouble:

"So that the public may be conversant with the strike trouble that exists between the employees of the Brooklyn Rapid Transit system and its officials and receiver, under the agreement between Receiver Garrison and the committee of employees, dated December 18, 1919, both sides agreed that:

"'If either or any party shall desire to make changes in this agreement on or after July 18, 1920, during the continuance hereof, it is understood that the party desiring such changes shall, on or after that date, give thirty days' previous written notice to the other party or parties, specifying the changes desired' . . .

"The employees made requests which had for their purpose a change in the agreement. The receiver refused to meet the men, but finally Transit Construction Commissioner Delaney arranged for a conference, after the men had agreed to eliminate some of their radical requests.

"The men contended that their grievances and requests were to be submitted to arbitration. This was refused, as Judge Mayer approved only of a limited arbitration, reserving the right to himself to approve of disapprove of the award. The employees contend that last year every question was left to arbitration, without either side reserving the right to approve or disapprove of the award. This year they are willing to leave all questions again to arbitration and do not see why their new proposals cannot be left to arbitration. If it were possible for Judge Mayer to leave all questions to arbitration, as he did last year, I believe that the difficulties could be easily adjusted."

Mayor Appeals to Judge Mayer.

And the Mayor followed this up with the following renewed appeal to Judge Mayer:

"On Saturday evening about 10 o'clock I was present at a meeting of the employees of the B. R. T. (who work during the day) at Arcadia Hall, Brooklyn, and addressed them, requesting that they remain at work until such time as I had an opportunity to take the matter up with you and see if it was not possible to adjust the differences which exist between the receiver and the employees. From later reports I understand it was the sense of the men at this meeting that they would defer the calling of the strike and give me an opportunity to endeavor to adjust the differences.

"At 2 o'clock Sunday morning there was another meeting of the night men, at which I was not present, and I understand a story was circulated that the power house men were locked out. This irritated the men and they decided to strike at 5 o'clock that morning.

"I regret very much this drastic action. I feel it my duty, however, to again endeavor to bring about an adjustment of the differences. The men claim that all questions should be submitted to arbitration and that they are will ing to submit to the award made by the arbitrators.

"I understand you favor a limited arbitration, and contend that you cannot submit these matters to arbitration as you did last year, and must reserve the right to approve or disapprove of any award made by the arbitrators.

"Would it be possible for you to modify your decision in this matter? If you are willing I will be pleased to take the matter up with you."

Judge Sticks to His Position.

Judge Mayer then let it be known that he would not budge an inch from his original position and said that he now thought precisely as he thought when he wrote to Mr. Garrison Saturday.

"Since then," said Judge Mayer's reply to Mr. Hylan, "there seem to have been attempts to misrepresent the contents of this letter. I understand that with full knowledge of the contents of this letter you stated at the City Hall last Saturday that I was right and in effect that you would take the same position if you were charged with my duties. I was very much gratified with this expression upon your part, and I was as much surprised as you must have been at the extraordinary and unjustifiable conduct of those who struck early Sunday morning."

Then the Judge made public that part of his letter to Mr. Garrison which sets forth the position he now insists upon maintaining. It follows:

"However, if after negotiation you and the committee fail to agree then I am willing that there shall be a submission to a board of arbitrators of the financial questions involved in the requested increase and that the fullest opportunity be afforded to such board to ascertain the financial condition of the receivership. It must be understood that any and every award must be within the financial ability of the particular receivership to meet, and for this purpose the court must retain the right to restrict any and every award within such limits."

Later to reporters Mr. Garrison declared that he had no idea when the B. R. T. would make a serious attempt to regain something approximating normal transit service. He admitted that this was the company's desire.

"Just say," he said, "that we shall operate the entire system to full normal capacity, but just when this will be—well, your guess is quite as good as mine."

He explained that the surface traffic presented the most perplexing problem. The tower men and the signal men and the motormen on the elevated and subway lines were still ready to go to work and would go to work as soon as new guards and trainmen were found, but all workers on the surface lines were on strike. He denied that the strike was precipitated after truce had been decided upon by the lockout of shopmen and motormen. So did William S. Menden, general manager of the B. R. T.

"All I know about anything approximating the stories you hear about lockouts," said Mr. Garrison, "was the case of one motorman arriving forty-five minutes late and being told that before he could go to work he'd have to see the chief of his division."

Denies Any Discriminations.

"Yes," was Mr. Menden's corroborating statement, "no one was locked out. I do recall that one of the district chiefs rang me up on the telephone and said, Saturday night, that so and so was coming back to work after having been up at the strike meeting doing all that he could bring the strike to pass. I was asked what disposition should be made in his case. I told the inquirer that it made no difference what a man's affiliations might be so long as he was an employee of this company and did his work and that no one was to be discriminated against.

"We are going to win this strike. It may take time, but we're going to win. We shall not attempt to run trolley cars to-morrow. But give us time. We shall win out. We shall furnish transportation. We operated a maximum of sixty-one cars to-day in the subways and on the elevated."

Meantime fully a thousand irate citizens were besieging the offices of Attorney Harry E. Lewis urging him to say something or do something about Mayor Hylan's charges that the B. R. T. officials wanted this strike to happen so they might have a new reason for demanding higher fares.

"Let Mr. Hylan or any one else come to me and produce evidence that there has been any collusion or the like and this office will place the evidence before the Grand Jury," was the unvarying reply of Mr. Lewis.

It is entirely likely that the women cashiers and ticket agents will join the strike. One of them declared yesterday that they might just as well, because they had nothing to do anyway. Mrs. Marion Schutte, the women's representative in the executive committee of the local union, said that the women had refrained thus far because there still hundreds of dollars of the company's money in their custody and that all were under bond. However, as soon as the money is accounted for and in the B. R. T. vaults the women intend joining the strike.

Subway Car Tampered With.

Probably the arrest that caused the most excitement yesterday was that of Bernard Capadonna, twenty-one years old, of 689 President street. Capadonna is a husky guard. He was riding on one of the few trains operated and stood on the rear platform. The train—a West End subway—consisted of only two cars, in only one of the cars passengers being carried. The trainmen, after leaving Pacific street, found that the doors would not open. They ran on to Thirty-sixth street and still the doors would not respond to the levers. Investigation showed that slugs had been slipped into the mechanism, and because Capadonna was a striker Patrolman McNamee, also on the train, arrested him. McNamee says that seven slugs similar to those used to put the door mechanism out of commission were found in Capadonna's possession. The striker was arraigned on a felony charge and held in $2,000 bail for a hearing to-morrow.

Another striker to become involved with the law was Sam Haimowitz, a conductor, of 306 Hopkinson avenue. According to the police Sam arrived at the Brooklyn Labor Lyceum to participate in the rally in progress there and they say Sam arrived in his own motor car. The striker is alleged to have parked the car along the curb where it would be in the way of other traffic. He was told to move it. He moved it, but too slowly and with too much conversation, according to the police, who hustled Sam and his automobile over to the Vernon avenue station.

P. S. C. VAINLY SEEKS WAY TO END STRIKE

Garrison Insists Finances of Road Forbid Granting Demands of Men.

HE REFUSES ARBITRATION

Union Spokesmen Insist on Further Consideration of Wage Increase.

Efforts of the Public Service Commission yesterday to bring about an immediate settlement of the B. R. T. strike met with no success. After upward of three warm hours devoted largely to vituperation and acrimonious debate the parties to the controversy appeared hopelessly deadlocked.

Lindley M. Garrison, receiver for the company, on one side, persisted in his contention that the finances of the company would not permit compliance with the demands of the men and that he could not consent to unrestricted arbitration. Louis C. Fridiger, attorney for the Amalgamated Association of Street and Electric Railway Employees, and Patrick J. Shea, organizer of the union, on the other side, were adhering to the contention that they were entitled to arbitration of their wage demands under the terms of a contract entered into upon the settlement of last year's strike.

Receiver Garrison was insisting that this contract had been nullified by the acceptance of a subsequent agreement last December and that under the agreement both parties were bound to give thirty days' notice in event of their desiring its cancellation. Such notice, he said, the striking carmen have not given. Mr. Fridiger's contention was that the men had given thirty days' notice of their desire to cancel the agreement by submitting to the receiver three separate contracts with the three locals of the union which would supersede the agreement of December, and that they were not violating any contract in going on strike.

Throughout the hearing Mr. Fridiger engaged in frequent oral tilts with Receiver Garrison and with Terence Farley, chief counsel to the Public Service Commission. At one point in the proceedings he aroused the ire of the latter by addressing him as "Mr. Attorney for the Company," and declaring that he was showing partiality toward the receiver. On another occasion Mr. Fridiger delivered a lengthy attack on Edward W. McMahon, who appeared for the purpose of offering to the commission a copy of a resolution adopted by the Brooklyn Chamber of Commerce in which the strikers were denounced as contract breakers.

Barrett Urges Peace.

Alfred M. Barrett, Deputy Public Service Commissioner, who is taking Commissioner Nixon's place at present, endeavored repeatedly to restore peace. He urged both sides to "give and take," and called attention to the public's interest in obtaining a speedy settlement. "You can't get anywhere by standing on opposite sides of the hall and calling each other names," he said.

Morgan T. Donnelly, Deputy Public Service Commissioner, who sat with Mr. Barrett, remarked from time to time that "millions of citizens were walking" and that the parties to the controversy should "get together."

Together they decided to continue the hearing at 2:30 o'clock this afternoon when they will again attempt to settle the strike.

Shea, who was called as a witness for the purpose of giving the strikers' side of the case, declared the men would accept the award of an arbitrator, no matter what that award should be. "If the arbitrator should decide that we were not entitled to a cent more than we are getting now, we would accept that decision," he told the commission.

"The minute they agree to do the same—that is, to accept the decision of the arbitrator, no matter what that decision may be, the strike will be called off," he said.

While Shea was still on the witness stand the proceedings were interrupted to permit a large person representing what he styled as "the Passengers Protective Association of Brooklyn, to make an impassioned attack upon the strikers. This man told reporters he was Joseph Griffin, principal of Public School No. 114.

This man declared the striking car men had been morally responsible for the Malbone street disaster of two years ago and for a multitude of other offences.

"I protest in behalf of millions of straphangers," he declared. "I do not speak for any chamber of commerce whose members are riding around in automobiles, but the great mass of men, boys and girls who are being trampled upon and crushed in their efforts to get to and from work. I have been sitting here for three hours, and I have not received one word of enlightenment. This strike is as unjustified as the strike of the police in the city of Boston."

The commission then got down once more to a serious effort to patch up some working plan of settlement. Shea was asked to suggest some plan, but he said, "Let the other people make some proposal."

Legality of Strike Vote.

Mr. Farley questioned Shea about the legality of the vote by which the strike was decided and wanted to know if a standing vote complied with the bylaws of the union. Shea was not certain about this. "The bylaws require a secret ballot as a rule," he said.

"If the bylaws required a secret ballot, and a standing vote was taken instead, would you consider it legal?" the counsel to the commission asked.

"Yes, said Shea, unhesitatingly. "I would in a case like this, because it was unanimous."

It was Mr. Farley's persistence in questioning Shea upon such points that caused Mr. Fridiger to accuse him of unfairness. Your attitude toward Receiver Garrison was different," he charged. "You did not question him as you are questioning Mr. Shea." Mr Farley denied bias, and there were more words and some gavel slamming before the dispute ended.

Receiver Garrison's testimony before the commission included a history of the troubles between the company and its employees since he became receiver. It dealt with the strike of last year and with the peace treaty that was signed on August 9, 1919, in the chambers of Federal Judge Julius M. Mayer.

"Didn't you say as you put your pen to that agreement, 'Shea, you have made me eat crow'?" queried Mr. Fridiger. Receiver Garrison could not recall such a remark.

Calling attention to the arbitration clause in that agreement, Mr. Fridiger asked, "Why have you not lived up to this?"

"That is very much like the old question, 'When did you stop beating your wife?'" said the receiver. "I cannot answer it directly, because I deny that I have failed to live up to the clause."

He asserted that this clause by which both sides agreed to submit all wage questions to a board of arbitration referred only to the settlement of questions hanging fire as a result of the strike then being terminated.

"That is not the case," Mr. Fridiger insisted. "That arbitration clause was inserted because Mayor Hylan, Commissioner Nixon and Judge Mayer agreed that they should not merely settle the pending strike, but draw an agreement which would prevent future strikes. It was to meet just such a situation as the present one."

FIREMEN AID COPS TO SUBDUE RIOTERS

Hose Turned on Strikers in Battle at Car Barns in Bergen Street.

ONE POLICEMAN IS HURT

Several Arrests Made After Reserves Wield Sticks With Good Effect.

Police reserves from two stations were called out last night to suppress rioting at the Bergen street car barns of the Brooklyn Rapid Transit Company. In one of the battles the police had to be aided by firemen, who turned streams of water on the strikers before they would disperse, but in the other the reserves from the Atlantic avenue station, going to the aid of a policeman who was being beaten, dealt so severely with the strikers that more than fifty of them fled from the battlefield limping and with sore and aching heads. A third riot broke out at the Ninth avenue barns, but the police suppressed that after a hard battle.

The first of the two night riots started when 400 strikers attacked two strikebreakers who were nailing wire mesh on trolley cars. Reserves from the Bergen street police station were being bested when firemen turned their hose on the strikers. The second began when a gang of strikers attacked James Veito a timekeeper at the Bergen street barns at Kingston avenue and Bergen street. They knocked Vieto down with blackjacks, fracturing his jaw and nose, but were prevented from killing him by the appearance of Patrolman Frank Crosback of the Atlantic avenue station. Crosback attacked the crowd single handed, but he was being badly beaten when the reserves arrived. The reserves rescued Crosback and arrested five strikers after beating many more. Veito was sent to the Swedish Hospital.

The strike breakers who had been at work all day at the Ninth avenue barns at Twentieth street nailing wire mesh on cars, were loaded into an automobile truck at 5:30 o'clock. The car went north in Ninth avenue with a truck loaded with detectives following closely behind.

As the truck neared Eighteenth street forty or more men jumped out of doorways and began hurling bricks and stones at it. The detectives' motor was more than a block behind and by the time it reached the surrounded strikebreakers they were dropping under the fire of missles. Many of the attackers leaped to the side of the truck to make their blows more effective and in an effort to pull the strike breakers off.

When the detectives succeeded in restoring order it was discovered that several of the men in the truck had suffered cuts about the head and face, but none required immediate medical attention, so they continued on their way home under a strengthened police escort. Detectives McGowan and Fitzgerald of the Fifth avenue station remained behind to lock up Frank Phillip, 21, of 135 Cumberland street, a striker, and John Davis, 18, of 273 Ninth street, the son of a striker, on charges of disorderly conduct.

POPE HONORS FLAHERTY.

ROME, Aug. 30.—Robert Underwood Johnson, the American Ambassador, returned to Rome to-day from Camaldoli, where he was spending the summer, in order to meet the visiting Knights of Columbus. To-morrow the Ambassador will give a luncheon in honor of Supreme Knight Flaherty and other leading Knights.

Pope Benedict has instructed Mgr. Cerretti, Papal Under-Secretary of State, to deliver in the Pontiff's name to Mr. Flaherty the insignia of Commander of the Order of St. Gregory the Great. The presentation will be made at a dinner which the Knights of Columbus will give to-night in honor of Mgr. Cerretti.

Copy Boy Beats Strike by Skating to His Work

THERE can be no doubt that there are brains in the head of Tony Volpe of 595 Seventeenth street, Brooklyn, a copy boy in THE SUN AND NEW YORK HERALD office. He proved it yesterday when he awoke and learned that the Brooklyn Rapid Transit Company was not going to be very rapid for some time on account of the strike.

After some moments spent in scratching his head and thinking Tony descended into the Volpe cellar and unearthed his old roller skates. He greased them well, strapped them to his feet, told his family good-by and set sail for his work. He arrived on time, in good condition, although a trifle stiff in the legs.

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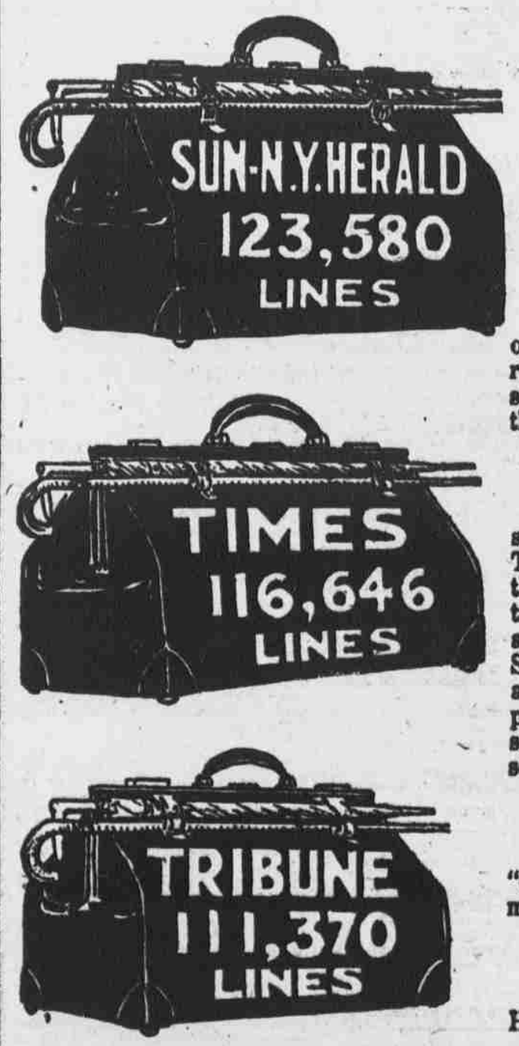
Comparison is made with the Times and Tribune, as they are the two New York Morning Newspapers that most nearly approach The Sun and New York Herald in percentage of quality circulation and in volume of high character "Resort" advertising.



Lineage of "Resort" Advertising in the Newspapers Designated during May, June and July, 1920, the Three Principal "Resort" Advertising Months of the Year, is Shown by Accompanying Diagram.

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