MEN IN TUMULT OVER VICTORY; MANY STRIKE VICTIMS HURT

STRIKERS JEER COMPACT THEY LATER CHEER

Crowd Howls Down Leaders Till Fickle Mood Suddenly Shifts.

CONNOLLY IS ACCLAIMED

Nixon Gets Standing Vote of Thanks Before I. R. T. Men Disperse.

The uproarious acceptance of the settlement terms by the striking members of the Brotherhood of Interborough Rapid Transit Company Employees was a rare example of the fickleness of crowds.

A few minutes before the men who packed the New Star Casino, crowding the aisles in violation of fire regulations and perching on the rails of the balcony and on the window ledges, had greeted the reading of the agreement with a cyclone of hisses and jeers.

They had repeatedly interrupted their leaders, who laid the plan before them. Even their hero, Patrick J. Connolly, haggard and strained to the point of breakdown from loss of sleep, seemed to plead with them in vain. M. J. Mangan, their secretary and the Marc Antony of the organization, could not make himself heard above the chorus of hoots.

"50 Per Cent. or Nothing."

"Fifty per cent. or nothing!" they bellowed from all parts of the hall. Shouts for an immediate rejection of the terms and adjournment of the meeting found approval from thousands of lusty lungs. Committeemen using a ten pound piece of lead pipe for a gavel pounded and banged again and again for order.

"We've heard enough!" chorused the men. "We'll stay out 'till hell freezes over. To hell with arbitration! To hell with Red Mike! To hell with 25 per cent.! To hell with the agreement!"

John La Salla, one of the committeemen, shouted above the din that he knew there were some radicals present who would never be satisfied with anything. He was answered by several from floor and gallery, who shouted: "There ain't no radicals here! We're all honest men and we want oud rights!"

Mangan yelled: "Spies from the Amalgamated are here trying to break up this meeting. They want this settlement to fall through because it's better than anything their organization ever got for its men."

What caused the crowd, more than five thousand strong, suddenly to reverse itself is a mystery. Connolly, who told them that he had not been to his wife and child in Yonkers since last Wednesday and that he had slept only six hours since that day, began to read the brief agreement signed by Frank Hedley, vice-president of the Interborough, and Public Service Commissioner Nixon. His voice was nearly drowned by hisses at the arbitration clause, and he gave up for a moment.

When Mangan for the tenth time explained that the men were to get 25 per cent. increase of wages at once, to the astonishment of all on the platform there was a thunderous outburst of applause.

When he repeated for the tenth time, "All other questions, including the demand for an additional 25 per cent. increase, are to be made the subject of negotiations between the Interborough and the brotherhood, and in event of disagreement are to be submitted to arbitration," there were for the first time yells of "Accept it!"

"The most important paragraph," he said, "is the last. It is something that no other organization ever got in the history of labor strikes. All of our members are to return to their former positions, and each one is to retain his individual seniority in the service. That means that if any one has been scabbing while we were away we'll kick him out."

Vote Is a Stampede.

Newspapers were thrown on high, hats were waved on umbrella ends, the men arose en masse, the big flag on the platform was waved. There were yells for a vote and when it was taken the house stampeded in favor of acceptance of the settlement.

Connolly was pushed to the front and proclaimed by Harry Post and other leaders as "the best fighting Irishman that ever walked the earth." He told the men that they must be ready to return to their jobs at midnight. "We must show the public that we can stop the service and start it without any trouble one way or the other," he said. "A mass of people want to get to their jobs in the early morning and we must get them there."

He told them that they owed a great debt of gratitude to Public Service Commissioner Nixon for his cooperation with them. "Lewis Nixon is the best man from here to ——"

He shouted this, but his last word was drowned in cheering from the crowd that fifteen minutes before had done nothing but jeer, so Commissioner Nixon's status was not definitely fixed. He was given a standing vote of thanks, however, which was accompanied by a roar that echoed for blocks.

So the great Interborough strike came to an end and the crowd swarmed happily from the hall to bear the news to thousands of their fellow strikers packing the street outside. The triumphant Connolly, the little motorman who made New York walk, called it "The greatest and cleanest strike ever known." He also added as he left the hall, almost a nervous wreck, "It's the end of a perfect day."

But he dropped these remarks on the way: "We're sorry the people have suffered, but we had to do it. We couldn't live any longer on what we were getting. We only called this off on account of the public. We could have stayed out longer. We didn't settle on account of any love for the Interborough. God Almighty knows we want to treat the public right. If we treat them right they'll treat us right. It depends on the public whether we get the rest of the 50 per cent. we asked for or not."

Mayor's Letter Is Booed.

Anthony J. Romagna, counsel for the strikers, told newspaper men that it had been agreed that the injunction issued by Supreme Court Justice Lydon last Sunday morning would be dismissed today by consent. He said that it had never been operative because of the fact that service was not made until the strike already had been called.

The evening meeting at which this occurred was preceded by an all day session at which the men booed the letter which Mayor Hylan had addressed to them inviting himself to address them for the purpose of making a direct appeal for settlement.

Although they agreed by rising vote that the Mayor might come in and talk to them should he care to, it was perhaps well for his Honor that he remained away. President Connolly dropped the significant remark that he would not be responsible if his Honor were bombarded with rotten eggs should he put in an appearance. A verbal bouquet thrown at his Honor came from George T. Van Demark of the brotherhood committee who said, "Hylan is bucking the laboring man and his only chance to show us that he is with is to give us what we want."

Big Jim McGrane of the West Side motormen's bunch got this off his chest: "It's time Hylah got wise to himself. Of course we know he's looking for sugar. He has made great friends with Paddy Shea and other leaders of the Amalgamated. He did that in those conferences over the Brooklyn strike. He calls our organization a papier mache one and say's he'll smash it before another day. We'll smash him first."

But "Big Jim" also handed out some sober advice, for he has been in four strikes and knows the game.

He told how in many lines the unions have whipped the employers to a point where they become nothing more than destroying factors and tyrants of the worst kind.

"Don't think," he said, "because you win this strike that you own the Interborough. Don't get the idea into your heads that you can boss the whole line and dictate to the stockholders. Don't get a swelled head like some other people have got when they're come out on top in affairs of this kind. However it turns out, no matter what you win, no matter what you force them to give you in the way of wages, you must be obedient to those in authority. You've got to give your bosses the right to maintain discipline, or the whole system will be ruined.

Must Give a Square Deal.

"If you want a square deal you must give the company and the public the same thing. Remember that they've got rights the same as you have. No company on this earth was ever squarer with its men than the Interborough, and that's why I believe them when they say they haven't got much money. Men, live and let live is the only doctrine for you and every one else. It's the only way you can get along."

"Big Jim" also said some pointed things about municipal ownership of the subways, to which the Mayor has been trying to convert the men. He said that city jobs were all controlled by district politicians. "If you want a job in any city department," he said, "you must have a letter from your boss. You must be in right. You must contribute to campaign funds. And when your party slips out you go. That isn't the way with private corporations. It isn't the way with the Interborough. And please God may it never be the way."

When he finished every one understood why "Big Jim" had been introduced as "some orator."

During the day the strikers were kept informed of the progress being made by the committee down town by reports from a news ticker which were read from the platform. As it became evident that these negotiations were taking a successful turn, serious addresses gave way to light entertainment in the form of character impersonations and buck and wing dances. There were numerous jokes about "Red Mike."

It was learned that before the offer of an immediate raise of 25 per cent. was made to the men, they had received an offer of 16 per cent., and Commissioner Nixon had offered to go over the books of the Interborough for them for the purpose of ascertaining whether it was in financial position to pay any more. This had been flatly rejected.

The men considered last night that they had won a decisive victory. They pointed out that the Amalgamated Association of Street and Electric Railway Employees, which conducted the Brooklyn strike, had obtained nothing but arbitration and that the men over there are receiving to-day no more than they did before the walkout. They also pointed out that in the Amalgamated or any other outside labor organization they would have to pay $1 a month dues, aggregating for all the Interborough employees $15,000 a month, while in the brotherhood they pay no dues at all.

They considered their victory additionally remarkable because they had been able to put it over without affiliation of any kind with any large recognized labor body. They themselves are not a union in the usual sense, but a cooperative inside organization fostered and nourished by the company which employs them.

POLICE UNION BRINGS CRISIS.

Boston City Officials and Governor Take Hand in Matter.

BOSTON, Aug. 18.—Organization of a labor union by Boston policemen, despite prohibitive orders from Commissioner Edwin U. Curtis, and the vote yesterday of the Central Labor Union to support the officers to the extent of a general strike of 80,000 workers if necessary, were followed to-day by official activities to meet the developing situation.

Superintendent of the Police Michael H. Crowley called into conference all police captains and many of the lieutenants and sergeants. The subject discussed was not announced, and no word was available whether the Police Commissioner was ready to proceed with his announced intention of discharging patrolmen affiliated with the union.

A special meeting of the City Council was ordered for to-morrow afternoon by Acting Mayor Ford, and it was said that Gov. Coolidge had cut his vacation short and was on his way here to endeavor to avert a crisis. Administration of the Police Department in this city is in the hands of a commissioner appointed by the Governor. Reports were current that members of the city Government might ask the Governor to remove Commissioner Curtis because of his attitude toward the policemen's union.

SHOPMEN'S STRIKE IS ENDED.

Hines Notified and Will at Once Take Up Wage Demands.

The Railroad Administration in Washington was notified yesterday by acting President Jewell of the railway employees department of the American Federation of Labor that the strike of the railway shopmen was at an end. The administration was asked to take up wage demands immediately, and it was indicated that this would be done at once by Director-General Hines.

Most of the passenger and freight trains that had been taken off the New Haven, the Central Railroad of New England and the Boston & Maine and other railroads were restored yesterday and normal service will have been resumed within two or three days.

Czech Forces Returning Home.

ROME, Aug. 18.—A contingent of the Czecho-Slovak forces that fought with the Italian army during the war began panied by Mme. Poincare.

SCORES INJURED IN TRAFFIC SCRAMBLE

Woman Killed by Army Motor While Trying to Cross Eighth Avenue.

FIFTY HURLED OFF TRUCK

Many Knocked Down by Vehicles as Others Are Street Car Victims.

An unidentified woman was killed and scores of persons injured as a result of accidents caused by the scramble of New Yorkers to make their way down and up town during the rush hours yesterday.

A southbound army truck, operated by Private Simon Borger of the Motor Transport Corps at 407 Bush Terminal Building, Brooklyn, struck a woman at Thirty-eighth street and Eighth avenue as she was attempting to cross the latter thoroughfare. Her body was taken to the West Thirty-seventh street police station and Borger, who was locked up on a technical charge of homicide, later was turned over to the army authorities. The woman was about 45 years old, five feet tall and weighed 125 pounds. She had black hair and brown eyes and wore a black dress, silk stockings, low tan shoes, a black hat and white kid gloves.

About fifty passengers riding down town in a truck owned by the Manhattan Grocery Company and driven by Joseph Mollierno of 445 East 104th street were thrown out of the back of the vehicle to the pavement when the machine hit a Third avenue elevated pillar south of Ninety-eighth street. The front of the truck was demolished. Ambulances were called and nine of the passengers had cuts dressed. All either continued down town or went to their homes. The injured were:

Harry Schwartz, 75 East 108th street; Thomas Vanadier, 219 East 105th street; Louis Tracker, 217 East 105th street; Frank Cadanin, 167 East 102d street; Richard Garoni, 1954 Third avenue; Joseph Varsala, 208 East 107th street; Harry Wehlendin, 76 East 104th street; Joseph Nachenson, 221 East 99th street, and Harry Kapsman, 1483 Madison avenue.

At St. Nicholas avenue and 121st street May Audre, 19, of 447 East 116th street was knocked down by a jitney bus. Her body was badly bruised and she was taken to Knickerbocker Hospital.

An automobile at 174th street and Third avenue mowed down Patrolman Patrick Nealon, who lives at 460 East 158th street and is attached to the Bathgate avenue station, as he was running to catch a Third avenue car. His right ankle was sprained and his body was bruised, but he went home after receiving first aid.

Wagon Driver Injured.

At Ninety-second street and Amsterdam avenue an automobile crashed into a wagon which was driven by Revere Sampson of 538 West 124th street. He landed on the pavement on his head and was taken to Knickerbocker Hospital.

Sandor Rosensweig of 1530 Bryant avenue was taken to Fordham Hospital with a possible fracture of the skull after he had been knocked down by a motor car owned by Edward Grossman of 946 Freeman street at 173d street and Southern Boulevard.

Louis Whitman of 945 West Fifth street, Coney Island, cut his hand when he pushed it through the window of a B. R. T. subway train at Times Square. He went home after being attended by a physician.

Ten-year-old Herbert Ford of 53 East 130th street fell from a Columbus avenue surface car at Seventy-fourth street and required medical attention for a cut on his head.

While in front of 29 West Thirty-fourth street Isaac London of 450 East 139th street was struck by an American Red Cross ambulance operated by John J. O'Connor of 409 East 135th street. He received cuts on his head.

John Heidman of 225 Barrow street, Jersey City, was riding on a bus improvised from a motor truck at Park avenue and Sixty-fifth street, when he waived to a friend on the sidewalk. His hand was crushed by another truck. After a surgeon had dressed his hurts he went home.

A crowd on a southbound Third avenue surface car was so great that Leon Verbasky of 952 Simpson street, The Bronx, who was riding on the running board, was brushed against an elevated pillar at Sixty-first street and knocked off. A surgeon from Lincoln Hospital attended to the cuts on his head and he was taken to that institution.

In front of 2396 Third avenue a southbound surface car bowled over James French, 70, of 3191 Olinville avenue, The Bronx, and he required surgical attention for an injured shoulder.

Frank Festero of 230 West End avenue refused medical aid after an automobile had knocked him down at Seventy-second street and Broadway. George F. Moore of 117 West 126th street, also refused the services of a physician after he had been hit by a large touring car at 125th street and Park avenue.

One of the motor trucks pressed into service in transporting the rush hour crowds hit John Lamirand of 469 East Ninety-second street, at Third avenue and Ninety-first street, knocking him down and fracturing his left leg. He was removed to Flower Hospital.

At Broadway and 157th street an automobile knocked Arthur Burns, 3157 Broadway, to the pavement. He went home, as did Henry Murphy, 510 East Sixteenth street, after a similar accident at Delancey street and the Bowery.

Hit by Automobile Truck.

An automobile truck hit Tenno Lowy of 22 West Eighty-eighth street, as he was crossing Central Park West at Sixty-fifth street. After being attended for lacerations of the scalp he went to his home.

Benjamin Ballot of 72 East 119th street was attended for contusions after being knocked over by a Lexington avenue surface car at 118th street.

While crossing Thirty-second street at Seventh avenue George Satterfield of 42 West 136th street, was struck by a taxicab operated by John Burns of 705 Columbus avenue. An ambulance took him to Flower Hospital with abrasions of his right leg and knee.

A Third avenue surface car at Forty-seventh street struck William Foley of 754 Third avenue, fracturing his skull and he was taken to Flower Hospital.

A crowd in another Third avenue car became wedged in so solidly at 125th street that Alexander Sambler of 625 East 135th street was cut by glass when a window was smashed by the pressure against it. A gash in his hand was dressed by an ambulance surgeon from Sydenham Hospital and he was taken there.

Patrolman Harry J. Schuter, attached to Motorcycle Squad 2, who lives at 111 East 119th street, was on duty at Seventh avenue and Forty-fifth street when a taxicab owned and operated by Harry Weinberger of 396 Second street knocked him down, injuring his right leg. He reported sick and went home.

Leopold Edelson of 15 Corona avenue, Long Island City, a fifteen-year-old lad, was taken home with an injured shoulder after he had fallen from the steps of a crowded Fourth avenue car at Thirty-third street.

The press of traffic on Eighth avenue was especially heavy. Eleanor Chelmes of 529 West 111th street had her back sprained and one leg fractured when the motor car in which she was riding was in collision with another machine between Forty-fifth and Forty-sixth streets.

Harry Fine of 55 East Fourth street was trundling his pushcart up the Bowery when a horse and wagon ran him down in front of 230. His chest was crushed and he was taken to St. Vincent's Hospital in an ambulance.

Ella Patterson of 106 West 128th street, was taken to the Harlem Hospital with her hands and face cut after she had fallen in front of an automobile at Lenox avenue and 127th street and had been run over.

At Columbus avenue and Ninety-ninth street a taxicab operated by Carl Wertheimer of 516 West 169th street, ran over John McGuinness of 434 West Thirty-third street, fracturing his right ankle and bruising his arm. He is a patient in the Knickerbocker Hospital.

An automobile knocked down George Shaffer of 195 Hopkinson avenue, Brooklyn, as he was crossing Church street at Chambers street.

At Third avenue and Claremont Parkway, The Bronx, David Drosser, 11, of 3781 Third avenue, fell from the running board of an automobile to which he was clinging. His right shoulder was fractured.

Grace Fox, 11, of 31 Van Dam street, was run over by a horse and wagon owned by Louis Capolio of 119 Park row, at Sixth avenue and Eighth street. Her leg was bruised, and she went home after being attended.

STRIKE KEEPS MANY FROM THEIR WORK

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way during each rush hour period. They charged all the way from a quarter, the fee for standing on the jammed platform of a remade Henry, to two dollars for a seat in a well upholstered limousine or touring car.

The vehicles of the Fifth Avenue Coach Company were swamped, as were the trolley cars. Incidentally, President Ritchie of the trolley company consoled his men for their indubitable trials of yesterday by the announcement that the profits of the extra business would be split with the men who handled it and that time and a half would be paid for all regular runs and double time for all extra runs.

The police as a rule relaxed the parking regulations downtown and the streets of the financial and wholesale districts were lined with all sorts of private cars throughout the day. They ran from the big road locomotive of the general manager with the limousine body to the flivver of the shipping clerk.

For the most part the owners of these private cars were generous and took them on their way uptown everybody they could crowd aboard. There were, however, some of the genus hog. Behind several sheets of French plate glass about 36x6 tires were silhouetted single or double aquiline profiles impervious alike to entreaty or to gibe. And they got plenty of gibes. There was no cream with the raspberry handed these persons as they wended through the throng last night.

At Broadway and Murray street a tired looking little girl approached a big limousine in which rode a stony eyed fat man alone. The girl was almost in tears.

"Will you let me ride with your chauffeur as far as you're going?" she pleaded.

Crowd Shakes Him Up.

The chauffeur evidently thought the appeal would be answered. But it wasn't. A fatly comfortable hand motioned him to go on. But he didn't. A crowd proceeded to apply the raspberry and in this instance it was a terrifying one. A dozen youths got on either side of the big car and seizing it by the fenders proceeded to rock it like a small boat in the trough of the sea. They had the hitherto comfortable occupant hanging for life to a padded arm strap. A traffic cop shunted him off behind a stalled truck and let him wait a round fifteen minutes before he'd break the northbound line and let him in again. He carried three people with him when he did get away. Three boys found a perch on the gasolene tank at the rear.

"Hope they scratch h—— out of it," the cop remarked as he yelled at them to get off and then turned his back.

Motormen and conductors of Third avenue and Madison avenue and Broadway cars approaching the Post Office and South Ferry terminals had their hands full. Scores of active boys swarmed in at every entrance but that at which they were supposed to pay. It was not that they objected to paying, but that they objected to being left behind. The men can't protect all of the windows of a car and hundreds of them rode free.

Much the same scenes were enacted at Washington Square and in lower Fifth avenue. Up to 9 o'clock last night hundreds of men and women were waiting in the roped lines in the square to get seats on an uptown bus, and hundreds more were swarming along the west sidewalk of Fifth avenue as far as Fourteenth street grabbing such places as were available and holding them against those who waited at the regular terminal. Many buses had but one vacant seat when they turned at Washington Square. The tops, of course, were filled by a raincoated and umbrellaed throng. The police were busy most of the afternoon on lower Fifth avenue enforcing the rules of the company against loading the buses above the seating capacity of forty-five.

Similar efforts were made to board these conveyances at the Twenty-second street and Pennsylvania Station terminals.

Creatures of habit, the drivers of the jitneys and the private cars insisted upon following their usual routes of travel. As a result every north-south artery from Third avenue to Sixth avenue was jammed. Frequently minor accidents and collisions tied up the whole procession. In Third avenue there were again and again long intervals between bunches of trolley cars held up by some sort of motor car, broken down underneath the elevated structure. The cops showed scant mercy. These cripples were as unmercifully shoved into the gutters as were the wrecks on a shell swept ammunition road behind the front.

Outside Avenues Little Used.

The crowd in general showed its reluctance to use the jitneys. Many of these buses, charging 25 cents and more, started from the lower town almost empty. They picked up passengers as they went along, however. Many of them got to the loft section above and below Fourteenth street and made bargains with the bosses of the manufacturing places to carry their employees home.

On the outer avenues, First, Second, Seventh, Eighth, Ninth and Tenth, traffic was extremely light. Seventh avenue, well paved and wide, was almost empty of traffic at 6 o'clock at Fourteenth street. Those cars which did use these thoroughfares made rattling time and the police let them go the limit.

The surface cars, the B. R. T. and the Hudson tubes put on every car which they had the power to operate. The surface lines concentrated on Broadway, Madison, Lexington and Third avenues and the police made some effort to shunt the motor traffic off these streets, but they were not wholly successful, and by actual demonstration it was much quicker to walk Broadway from Wall street to Grand street than it was to ride at 6 o'clock.

Thousands of people used the Hudson tubes to get from the financial district to Herald Square and the Pennsylvania station. They went under the river to Jersey and crossed back again. Thousands more took the tubes and went clear up to Fort Lee on the Jersey side, to return to upper Manhattan by ferry.

Army trucks made their appearance all over town, but they were available for Government employees only.

Despite the fact that the B. R. T. subway had increased its rush hour traffic by 25 per cent. it was forced to carry from Central Park to downtown Manhattan not only thousands of local passengers but a million or more Brooklynites who ordinarily would use either of the two Interborough tubes under the East River. The bridge traffic was never very heavy, indicating that Brooklyn was relying almost wholly on the B. R. T.

Grand Central Is Jammed.

The most congested spot in the city was the Grand Central terminal between the hours of 5 and 7 last night.

From all directions a steady stream of people turned into Forty-second street and headed for the railroad terminal, so that at 5:30 the north side of that street from Vanderbilt avenue to Lexington avenue was a shoving, anxious mass of persons seeking Harlem, Bronx or suburban trains.

The Vanderbilt avenue entrance and the two entrances on Forty-second street were closed and guarded by details of policemen, who kept yelling to the crowd to use the Lexington avenue entrance. Many persons did not hear this order and began to form lines before the closed doors—long lines on which people waited half an hour or more before they understood.

Suddenly many discovered that the Lexington avenue entrance was open. The bend in the line at Forty-second street and Lexington avenue broke and there was a wild rush. In no time there was a crowd before the Lexington avenue entrance, which the police lost no time in lining up in twos so that it led to Forty-second street and back like a hairpin.

Every minute the crowd on Forty-second street grew and was thrown into confusion by the impossibility of entering the station. An old woman dropped a package and pleaded with some one to pick it up for her. The crowd kept surging. The package was kicked along and then trampled under many feet. No one dared to stop and bend to pick it up.

So close was the press before the second entrance on Forty-second street about 6 o'clock, that a mounted policeman rode his horse through the crowd to the doors at which they were clamoring and drove them back in the direction of Lexington avenue.

All the entrances through drug stores, hotels and the subway were closed. The stairs from the upper level to the lower level in the station were also closed. Officials said that they had done this so that the crowd in the lower level could be regulated, and to avoid the almost inevitable injuries which would occur if the crowd ever started down stairs.

Traffic all along Fifth avenue moved slowly. The sidewalks did not appear to be any more crowded than during ordinary rush hours.

Crosstown cars at Thirty-fourth street presented much the same appearance as those on Third avenue, and again the sidewalk traffic was not abnormal. Where Broadway and Sixth avenue cross motor congestion was heavy, and continued so along Broadway to Fifty-ninth street.

In Times Square, with the theatres closed, traffic was not nearly so great as usual.

B. R. T. Trains Increased.

It was estimated that nearly half a million Brooklynites who ordinarily use the Interborough tubes were carried on the cars of the B. R. T. The principal points of congestion were at the Pacific street and De Kalb avenue stations of the Broadway subway.

A 10 per cent. increase was made in the number of trains operated on the Broadway subway line in Manhattan. The Sea Beach, West End and Fourth avenue trains were made up of seven car each. Much of the extra equipment was brand new.

In addition to the increase of service on the surface lines the B. R. T. extended the runs of many of its lines that usually terminate at Atlantic avenue and Borough Hall to Park Row.

The 400,000 Bronx homegoers all seemed to be using the transfer points at 129th and 149th streets last night. The Union Railway had every available car in service. Those who lived at West Farms, City Island and in the White Plains sections found themselves confronted with the greatest difficulties.

Reserves from the Alexandria avenue and Morrisania police stations were called to handle the throng at 149th street and Third avenue, which was jammed with a mass of humanity from 5 o'clock until nearly 9. The congestion of vehicle traffic was appalling during the height of the homeward rush hour.

In Harlem the homeward rush last night was a duplication of that seen in the morning. There was such a steady stream of improvised buses, automobiles, trucks and taxicabs at Broadway and 125th street from shortly before 5 o'clock until after 8 that pedestrians wishing to cross had to wait many minutes for an opportunity.

Probably no other section of the city was more seriously inconvenienced by yesterday's strike than was Inwood, in the valley just north of Washington Heights. This section depends almost entirely on the subway.

Even in fair weather it takes a strong and resolute person to climb the long winding Fort George Hill from Dyckman street up to 192d street, eight blocks, but through the driving rain yesterday both men and women, after they had satisfied themselves that there was no hope of getting down town in the subway, bravely started their long journey up the hill. And last night they climbed down again after a twofold battle with all the intricacies of Manhattan's surface lines the full length of the island.

ARRESTS MADE IN CLEVELAND.

Manager of Swift & Co. and Provision Merchant in Custody.

CLEVELAND, Aug. 18.—W. G. Fletcher, manager of the local branch of Swift & Co., Chicago meat packers, and Joseph Nash, manager of the Cleveland Provision Company, two of the six Clevelanders charged by State officials with violation of the Smith cold storage law, were arrested to-day on affidavits furnished by State officials.

BANKRUPTCY NEAR, SAYS I. R. T. LAWYER

Quackenbush Asserts Road Will Have $5,686,460 Shortage on January 1.

$10,000,000 SURPLUS GONE

Denies Fare Conspiracy, but Says Campaign for Increase Will Continue.

After the agreement had been reached by the Interborough employees and the Public Service Commission James L. Quackenbush, general counsel for the Interborough, gave out a statement in which he predicted bankruptcy for the company unless better credit is procured for it immediately, and also retaliated against District Attorney Swann, who threatened to prosecute "certain officials of the Interborough for conspiracy to raise rates by calling the strike."

The statement said:

"The 25 per cent. increase granted tonight to the Interborough employees includes the 10 per cent. increase voted to them recently. All other matters are submitted to arbitration.

"Mr. Hedley assures me that the service will be resumed during the night, just as soon as a sufficient number of men are got together to operate the trains properly and safely. Normal service should be reached in the early morning hours, probably by 8 o'clock.

"The result of this meeting is that service is restored to the public. But at these rates it will last only so long as the cash on hand holds out. If the credit of the company is not improved immediately so that it can borrow enough money to run on the result will be bankrupcy in the near future.

Denies Fare Conspiracy.

"The company regrets and deplores the inconvenience to the public that the strike caused. We have been conscious of the injury to the city and its inhabitants, and in order to stop this condition we have hurried on the period when we will come to the end of our resources.

"This increase thus far means an additional $4,800,000 salary per year. After we have paid heavy charges due October 1 we will already be short $57,000. On the first of January we will have a shortage of $5,683,460 for meeting fixed charges.

"And I wish to state here that there is no evidence nor has there been any of the company seeking to force an increased fare."

Mr. Quackenbush was told of the statement of District Attorney Swann that he intended to present certain evidence against "certain officials" of the copany to a special Grand Jury, before which he hoped to show that they conspired with employes to cause the strike and force the additional rate.

"Thank you. I haven't read the papers this afternoon. I've been so busy," Mr. Quackenbush said. "But regarding that, let me say there has been absolutely no collusion on the part of the company at any time for the purpose of compelling an increase in fare. There can be no crime without criminal intent. No one connected with the company has had or will have an intent to commit crime.

"We have not the slightest reason to believe any court will find any evidence of conspiracy. I might add there are provisions of law that protect every citizen against malicious prosecution. And we have no doubt that the courts of this State will enforce all laws. If there is evidence of conspiracy to coerce officers of this company by malicious prosecution it is to be assured that justice will be done to these officers.

Did Not Fear Prosecution.

"The settlement with the men was made for reasons I have stated and not because of fear of any prosecution.

"As I said before, by the first of January we will have contracted a loss of approximately $6,000,000. The authorities must recognize the economic condition that we cannot afford to carry passengers for less than it costs us. I do not look for a receiver before the first of January, if then. You see we must communicate with all the stockholders and I believe they would have raised the $6,000,000 deficit before this additional wage award was made, but now I cannot say just what their attitude will be.

"We had a $10,000,000 surplus, but it was exhausted July 1. We also have a loss of $6,380,000 that we are carrying in the Queens lines, which have never paid expenses. And we have on hand materials valued at $4,225,000, but this is not cash and can't be paid for salaries.

"An 8 cent minimum fare will pay our expenses, pay a return on the investment, both to us and to the city. Just how much since the additional wage award an hour ago I do not yet know.

"Nothing will deter us from agitating in every possible way that is honorable for an increase in fare, both for our and the public's good. For one must realize that unless the best of everything is used in the operation of the railways at such high speed only poor and unsafe service will result. Therefore it is necessary for the good of both that this high standard be maintained.

"We will go before the Legislature as soon as it convenes with a bill for an increase in fares; there is already a bill before this body to allow the Public Service Commission to increase the fare if necessary.

"We shall also continue our efforts to convince the city authorities and to educate the public to our urgent and just needs," he ended.

COAL ISSUES UP TO COUNCIL.

Germans Reported to Be Stirring Trouble in Silesia Fields.

By the Associated Press.

PARIS, Aug. 18.—The Supreme Council to-day considered the extreme shortage of coal and discussed a message concerning the coal situation received from Herbert Hoover, head of the inter-allied relief organization.

It is reported that the Germans are stirring up trouble among the coal miners of Silesia to aggravate the coal shortage.

Yesterday's Fires

A. M.	Loss.
4:15—449 E. Houston st.; unknown.	Trifling
P. M.	
1:15—147th st. and Sheridan av. automobile; William Housell.	Trifling
1:36—274 E. 7th st., automobile; unknown	Trifling
1:55—1003 3d av.; Louis Levy	Trifling
3:10—311 E. 3d st.; Herman Schwartsberg	Trifling

B. R. T. AND ITS MEN WILL PARLEY TO-DAY

Discussion of Wage Scale to Start at 10 A. M.

Negotiations between the Brooklyn Rapid Transit Company and its employees on the questions of a wage scale and working conditions will begin this morning at 10 o'clock in the offices of the company.

P. J. Shea of the executive committee of the Amalgamated Association of Street and Electric Railway Employees of America, who took a leading part in the recent strike, made an appointment yesterday by telephone with Frederick P. Royce, general manager, for the reception of the committee representing the men.

The committee will be headed by chairman Edward Smith. The other members are Thomas P. Fallon, Edward McGovern, Raymond J. Dhuy, George Bub, Elmer E. Finn, Max Brodie, Edward Mayers and Morris Drubin. Louis Fridiger, counsel for the amalgamated association, asserted yesterday that he believed that it will be possible for the representatives of the company and the committee of the men to reach an agreement without resorting to the use of outside arbitrators. He added that the relations of the men with the company have been cordial since the end of the strike.

FOOD SEIZED AT SCRANTON.

5,000 Tubs of Butter and Many Eggs Taken.

PHILADELPHIA, Aug. 18.—Pennsylvania's first seizure of foodstuffs alleged to be hoarded was made to-day at Scranton.

Five thousand tubs of butter and 10,000 crates of eggs were confiscated. The seizure was made by a Department of Justice agent acting under orders from headquarters in this city.

The butter and eggs belonged to a Chicago creamery company.

WILL FORM A LABOR PARTY.

Non-Partisan Leagues to Combine With Workingmen.

CHICAGO, Aug. 18.—Representatives of labor organizations and non-partisan leagues from a number of States in a conference held here to-day decided to organize a national labor party.

The first step will be to call a national convention to be held in Chicago in November to adopt a constitution and platform, it was announced.

Storage Company Accused.

CINCINNATI, Ohio, Aug. 18.—Three warrants were sworn out in municipal court to-day against F. X. Krug, manager of the Cincinnati Ice Manufacturing and Cold Storage Company, and Roland Meyer, general manager of the H. H. Meyer Packing Company of this city, charging them with having violated the State cold storage law.

HELP WANTED—FEMALE.

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