calling of the military is absolutely discredited from every source. There was absolutely no semblance of cause for such a radical step, and the matter has never been considered. The police express themselves as amply capable of coping with the situation, and the statement of the company as to their service coincides with this assertion.

The company, through one of its officials, expressed fair satisfaction at the initial effort to run cars. The chief complaint was as to the throwing of missiles at car beyond the city limits. No effort was made to run the cars all day, or to make the service more general. Just why the company did not state.

An official of the company, when asked for a statement as to the situation, said there was nothing to give out. General Manager Huff sent word to a reporter who called to get a statement: "There is nothing new. You know as much as I do."

Other efforts to get a statement from officials as to the intentions of the company were not very fruitful. One of the officials of the company was asked for a statement of the intentions of the company to-day. "Just say we will run cars! That's all. Further than that I do not care to state."

Will Run the Cars.

From other sources, however, it was learned that the company was unwavering in its determination to run cars, and if possible to resume regular service as soon as practicable. Other strike-breakers will arrive to-day, and it is expected to put these men to work immediately and resume the car service. One of the representatives of the company, when asked as to the police service expressed himself with that rendered in the city limits, but did not think the protection afforded in the county yesterday was adequate. He expressed the hope that better service in the county would be afforded to-day.

Other officials of the company do not care to make predictions, and declare there is nothing to say. As to their intentions to-day and for the future a high official of the company stated yesterday that for reasons of expediency and policy they do not care to take the public into their confidence and divulge their plans in detail. In fact, the most positive and definite statement obtainable yesterday was that just quoted: "We will run cars," laconic, but indicative of the determination of the company.

Sixty-Seven Strike-Breakers.

It is not denied from any source that the pickets and committees of the strikers dissuaded many of the strike-breakers brought to the city yesterday to quit, but just how many did so or how many were brought here neither the company nor the strikers can state with exactness. From the best information obtainable the number of strike-breakers landed yesterday morning about 8:30 from the Coast Line train is sixty-seven. Whether all of these are car men or some of them are guards and detectives no one in authority could or would state. It was stated by an official of the strikers last night that all but seven of the strike-breakers had been persuaded to quit, and those who did not go back to their homes will be aided to secure work in this city. Of the seven, all but two, it was stated last night, will seek other employment in this city, aided by the organized labor bodies. Just how many men remained the company did not or could not state definitely.

Mr. Rezin Orr, the general organizer of the street railway employes, who, together with President W. J. Griggs, of the local division, is directing the strike, was seen just before midnight. He was asked:

"What do you think of the situation and the day's developments?"

"I am certainly satisfied with the results to-day."

"What are the plans of the men for to-morrow?"

"They are along similar lines of those to-day. The effort made to-day was to get the strike-breakers to join the ranks of our men. The same course will be pursued to-morrow."

"What was the nature of the efforts?"

"The sending of committees to all points where these men arrived, as well as at the car barns. There was no abuse offered in any of the attempts; simply a peaceable argument that they were only asking for a living wage here, and in every instance this argument had the desired effect. There were no threats of any kind."

Seven Men Remain.

"There were sixty-seven strike-breakers brought to the city, all from Philadelphia. Seven of these men remained in the city to-night, but some of them want to get work, rather than return to Philadelphia, and we have provided places for them to sleep and get their meals."

"Has there been any complaint to the strikers' organization as to the conduct of the men?"

"Not a single one. Not a man turned in his badge or button to the company to-day to receive their wages due or their deposits of money."

"Are the men generally still wearing their uniforms or not?"

"There are very few in uniform now. They are mostly in citizens' attire."

"Did the organization of car men have any information or take any official action as to the demonstration at the corner of Seventh and Main?"

"As soon as we heard that there was a demonstration we sent men especially to urge the union men to go to their homes quietly and counseled all to refrain from participation in any such action and to advise others against it."

"Is the report true that some of the strike-breakers brought here were themselves members of unions?"

Claims of the Men.

"Yes; quite a number had cards from the Textile Workers' Union, of Philadelphia, and showed them. They claim that they were brought here under false pretences in stated affidavits, one of which was published. The men claimed that the contracts signed by them before leaving Philadelphia were not the same printed here as having been submitted for their signatures. They insist that they did not sign the contracts, a blank form of which is printed."

"Are there any signs of wavering on the part of any of the car men?"

"Not the least. Desertions by the strike-breakers, have rather encouraged the men. Special orders to stay off the street to-morrow and to refrain from any overt acts whatever and also to discourage anything of the kind that they see were issued at the meeting to-night."

Mr. Orr did not care to veture predictions as to the probable duration of the strike, nor did he express any opinion as to the efforts of the company to resume car service yesterday.

Strikers Hold Meeting.

The striking car men held a well attended meeting last night at their headquarters, Sanger Hall, many citizens being present until the division went into executive session, when they had to retire. The most important phase of the meeting was the announcement conveyed by a committee from the Central Trades and Labor Council of the action of that body in appropriating out of its treasury $100 to aid the men in their struggle, and of the appointment of a special committee from that organization with instructions to wait on General Manager Huff to-day and endeavor to secure a conference with a view to negotiations for a settlement of the strike. The announcement of the Council's action was warmly applauded by the car men.

The other proceedings of the meeting at Sanger Hall embraced reports from the pickets as to their work in meeting trains and dissuading men from taking the places of strikers.

There were present a number of citizens, and several addresses were made, one by a well known minister, all counseling the men to be conservative and calm in all their actions.

Donations of Money.

Numerous donations of money to the strikers were reported at the two meetings yesterday, the amount in the aggregate up to midnight being nearly $500. This money will be used in sending home strike-breakers and in defraying the other incidental expenses of the strike. Among other contributions it is stated that a blind man who solicits alms and otherwise seeks his livelihood on the streets, went to the hall where the men were and handed them an envelope containing one dollar.

Yeserday forenoon the strikers who had met at Old Market Hall, where their fateful meeting of Wednesday morning had been held, and after organizing marched as a body in column of twos through the streets to Sanger Hall. There were nearly six hundred men in the line that proceeded up Main Street to Seventh, and thence to Sanger Hall. The line of marchers extended about four blocks.

Of the strike-breakers in the city all but six are said to have gone back to their homes, the strikers paying their return fares. One group of forty-three men left last night in a special car chartered for them by the strikers last night, each man ticketed to his home station. The train left the Byrd-Street Station at 9:05 P. M.

Conflicting Statements.

Absolutely conflicting and irreconcilable statements were made by the strike-breakers and by the company as to the understanding under which the men were brought here. Those who were dissuaded from working on the cars stated to the strikers that they signed a different contract, materially different from the one which the company says they signed, and that they signed been before leaving Philadelphia, whence most of the men came. Here is the contract which an official of the company last night stated that he saw them sign in this city:

In accepting this employment as street railway motorman, and in consideration thereof, it is hereby understood and agreed by me that I am to receive as compensation for my services the sum of —— dollars per day for such time as I may be employed during the continuance of the present labor trouble affecting the company now employing me.

It is also understood by me that my railroad transportation is to be paid by said company to the point where I am to be employed, and that while so employed during the continuance of the present labor trouble, I am to be furnished free lodging and meals by said company; and that, if I continue in the employ of said company until the termination of the present labor trouble, or for so long a time during its continuance as my services may be desired by said company, my return railroad transportation to —— will also be paid by said company.

It is further understood and agreed by me that this employment is for no specified length of time, but is by the day, and is to continue only so long as my services may be desired by said company.

I hereby represent myself to be sober and industrious, and a competent and experienced street railway motorman.

In this matter, it is clearly and fully understood by me that this employment is offered me because of the fact that the motormen and conductors of said company have gone out, or threaten to go out, on strike, and that for this reason said company is now employing other motormen on the terms above set forth, which terms are satisfactory to, and are hereby accepted by me.

Witness:

On the other hand, the members of the local division of street railway employes gives out this affidavit:

Richmond, Va., June 18, 1903.

Personally appeared before me, James T. Lyle, a justice of the peace in and for the city of Richmond, the following parties: John Carroll, Joseph Murphy, W. F. Scott, William Fuston, Walter Osterheldt, John Ryan, Joseph Haley, Harry Mangin, Clayton Nelson, Jacob Bleach, William S. Montaney, W. S. Montaney, John Conway, Howard C. Hayes, Harry Reynolds, Frank Mullen, G. Freidman, E. Brown, Robert McKay, Michael Murphy, Joseph J. Hutcheson, Bryan Grevency, John Burch, L. Garrison, Harry H. Haines, non-residents of the State of Virginia, and made oath that they had been deceived in coming to Richmond by misrepresentatives made to them by agents of the Passenger and Power Company, to the effect that they were to be employed on new roads, extensions and so forth, and that if they had known that they were expected to take strikers' places they would not have come to Richmond, and that they will immediately return home.

Given under my hand, this 18th day of June, in the year of our Lord, 1903.

(Seal.) JAMES D. LYLE,
Justice of the Peace.

Thus the matter is reduced to a question of veracity, with the officials of the company one the one hand and the strike-breakers on the other.

Postmaster Wray T. Knight stated yesterday that the mail service was but slightly affected by the stoppage of car traffic. "The men are merely doing what they always did up to about two years ago," he said. The sburbs are the only sections affected, and they but slightly. There are bt two deliveries a day in some sections, and as soon as the men are accustomed to the deprivation of the cars they will soon resume the service as of old. The postmaster accepts the situation philosophically, and does not allow it to distrb his usual equanimity and complaisance.

Detectives Reported Here.

It is rumored that some of the men brought here with the strike-breakers are Pinkerton men, but this report cannot be verified. If there are any detectives here in connection with the strike, they have not yet been in evidence at all, and have made no arrests and taken no active steps in any way.

The public generally are taking little active part i nthe strike in any overt acts or expressions of a public nature. Expressions of sympathy with and justification of both sides are heard, but generally people discreetly refrain from public discussion of the merits and demerits of the course of either men or company. Here and there impulsive expressions of opinion and sympathy are heard but they are the exception rather than the rule. The people generally seem to the situation as one of the things that are unavoidable. On one thing all are agreed: everybody desires the end of the strike, and everybody will welcome it.

Here's everything to wear for travel, for work, for business, for play—and fair play in all our dealings.

You want your working clothes made right just as well as your "glad rags." Our coats retain their shape, hug the neck and have the right hang."

Suits, $7.50 up.

BOYS' $3.50 SUIT SALE!

This sale of fine Norfolk, Sailor Blouse, Double Breasted and Two-Piece Suits that were $5.00, $6.00 and $7.50 is still actively in force.

$3.50 buys choice.

75c Shirt Waists—50c.

O. H. Berry & Co.
MEN'S & BOYS' OUTFITTERS

NON-UNION MOTORMAN A TARGET.

WAS ALMOST A RIOT

Missiles of Various Kinds Thrown on Main Street—Arrest is Made.

Between two rows of a thousand hooting, howling men the first of the strike-breaking cars crept along yesterday, jolting and jerking, progressing but indifferently well in the hands of the unskilled and nervous men who managed the brakes.

Shortly before noon the very first of those put to work made a hurried run from the Reservoir to Ninth and Main. It clattered swiftly along the street, speeding by almost before the laboring public had wot of its appearance. But small adventure marked the trip, and it looked for the nonce as if quiet and peace might after all prevail. But so premature an impression faded soon into the thinnest of thin air. By the time the second car was on its way down strike sympathizers, in all their mad fury, were aroused, and then were witnessed scenes the like of which have perhaps never before been known on the streets of Richmond. At times the ominous voice of the mob fell with startling intensity upon the ears of those who read the signs aright to mean the presence of a smoldering fire, which needed but a spark to set it into a fierce and consuming blaze. Ultimately quiet was restored, but at one moment of great excitement and confusion the scene was laid on the border land of rioting. For almost two hours, however, the cars continued on their slow and difficult way, carrying a few passengers and a number of policemen. Then they stopped entirely and evening came in peaceful quietude and with the continued tramp, tramp of thousands of weary feet.

The Beginning.

It is a fact no less notable than true that of the riotous disposed, but few were among the strikers themselves. Another thing was brought out clearly—that trouble will come only when there is an attempt to resume the street car traffic with non-union men. At other times the crowd is rather orderly than otherwise; only when the rumble of a car wheel is heard does the blood of the men boil, and the signs of impending trouble begin to appear. Even then, it is declared by the officers most active in quelling the disturbance the strikers themselves behaved most admirably under the circumstances. If all, said the police, comported themselves in like manner, no occasion would there be for anxiety.

But there were others—workingmen brawny men, many of them in overalls, and with the stain of a half day's toil upon their hands and face. Their very appearance betokened a sympathy unbounded with all that spoke of labor and when they gathered in groups and began to breathe into each other the fiery thought which each held in his breast, the air began to smell of fire and brimstone. From many of the factories in the immediate neighborhood of the disturbance they came in hundreds, and with them were many others, including a number of the street car men themselves.

By the time the second car arose above the crest of the Sixth Street Hill, perhaps three thousand people blocked Main Street at Seventh, and at Ninth. Down the hill the thing came manned by strange faced motorman and conductor in plain clothes, and with policemen aboard. At Seventh it stopped for a spell, and then slowly picked its way along to Ninth, where it switched to the other side and moved slowly back again. Three, four, five or six or more times this was repeated, three cars being used. Then about three o'clock in the afternoon they stopped coming entirely. The day's work was done. Four of the six men had succumbed to the strain and gone over to the other side. The other two were eating dinner. The cars themselves were sent back to the barns. The crowd gradually dispersed, and quiet and the steady tramping of the pedestrians reigned supreme.

A Howling Mob.

Before all this occurred, however, things had happened. Strenuous scenes had stirred the heart of East Main Street and other sections along the route of the line.

Howling crowds, mad and abusive, lined the thoroughfare. As the slowly moving cars passed along these crowds gave vent to their feelings in no indefinite or uncertain manner. In the face of the motorman and the conductor, who dared in the teeth of such a demonstration to appear upon the cars, running them, were flung vile and unseemly epithets. Men yelled and screamed and jeered until their throats were out with the strain. Packed along the sides of the tracks, they moved but tardily out of the way as the nervous and ill-trained motorman tried to steer himself unsteadily along. A huge wagon passed straight across the track. The horse was moving as if he were sauntering around for his pleasure, chewing green grass. The driver looked up with a grin as the crowd yelled to him to stop still and block the way.

As each car came, came with it a repetition of this scene. In them sat a few passengers every now and then, wriggling uncomfortably in their seats. On either side stood on the steps a blue-coated officer, looking grimly on the turbulent scene around him. Now and again another officer would step forth from the crowd, push back the stragglers and let the car wend its way along. All the while the congestion was becoming greater and greater and the sidewalks were completely blocked. Ladies walking along were affrighted and stopped, unwilling to venture farther unless protected by an escort.

Bandied about during all of this were the coarse epithets heaped upon the strike-breakers and those who got into the cars. Hoarse yells rent the air and made things furious for a while. Cries of "Scab," "Scab," "Pull him off," "Oh, you have been all the way round, haven't you," and so forth, interjected with profanity, were heard every time a car appeared. Through it all the strike-breakers went, saying not a word. The motorman looked straight ahead with a vacant eye; the conductor fumbled aimlessly with a trolley which needed none of his attention. Upon the cheek of each was a burning flush, unless, as happened in the case of one or two, it had given way to a deathly paleness. When a passenger boarded one of the cars and chatted with one of them the man spoke gratefully, as if relieved to find that there existed one person who seemed willing to say a civil word to him.

Almost a Riot.

The culmination of the disturbance was reached about 1 o'clock in the afternoon. A car was about midway between Ninth and Seventh. The crowd at the latter corner was beginning to grow and growl again. A city Councilman came along and asked that the way be cleared. Officer Wyatt set out to do it, with Sergeant Sowell, and the jeers were turned against them and the Councilman. When the car reached the point the fury increased and howls gathered a tenfold strength. As it crawled by the men yelled again the "scab" cries, which had filled the air for the past morning. Wyatt, the officer, heard, or thinks he heard, one of them say "d—d scab," and he promptly grabbed the fellow—one J. E. Wicks, connected with the Board of Health force. It was his purpose not so much to arrest this man as to make of him an example, which might serve to bring the others to their senses.

Then the trouble began. The crowd swayed back and forth, and all the way from Ninth Street men and boys yelling with all their might began began to run to the scene. Wyatt held fast to his man, and carried him half way between Main and Franklin on Seventh, where he awaited the patrol. Along with him at the time was Sergeant Sowell.

Surrounding the two officers and the prisoner was an angry crowd, which threatened at any moment to do violence. Cries of "take him away" were heard at every turn, and one man started forward. Sowell knocked him back with a warning word against a repetition of the offense. Loud complaints were made that Wicks had done nothing, that it could be so proven, and so on. The police officer stood there quietly with his man.

"Nobody likes Wicks better than I do," he said, "but I have got a duty to perform."

Scant heed was given to this statement, and many muttered threats against Wyatt and his associate were heard. The crowd was ready to explode at the touch of a spark, and the calm-headed people around knew it. Wyatt knew it himself, and he said afterwards that he was ready to expect anything. The arrival of the patrol at an opportune moment quieted things down a bit. The prisoner was bundled in and the wagon drove off amid renewed howls of the mob.

Back to the corner again went the crowd, there to await more cars. The officers struggled with them and gradually pressed them back from the tracks. The Chief of Police rode through in a buggy, whispered a word or two now and then to his men and then drove on back down to Ninth. Shortly after his arrival the officers began to disperse the crowds and force the men to move along. After many hard efforts they succeeded more or less well, and by 2:30 o'clock in the afternoon or thereabouts the worst of the disturbance was over.

Thorny Road.

So far as can be ascertained three trips down and up were made by the three cars. And from all accounts the men who undertook to see them through traveled anything but a path of roses.

Remarkably few persons grasped this fleeting chance to save themselves the weary steps along the highway. Fear of injury at the hands of the strike sympathizers, or a feeling of sympathy with the strike itself, or some other cause operated to keep the majority of them away. Three or four ladies ventured aboard, but they were of the more courageous sort, and in the majority of the known cases they experienced things which will prevent them from trusting themselves in a like position again.

At various points along the line the strike-breakers encountered trouble. When one of the cars passed by in the West End two women rushed out. One of them carried in her hand a paper-wrapped bucket. She threw it full into the car and dirt spattered on the motorman and several of the others aboard. At Sixth and Main a brick was hurled at a car, but missed it. Further up-town a lady was struck on the arm with a handful of mud. Women began later in the afternoon to buy eggs and volley them at the men running the cars. At Beech and Main a gray-haired white woman rushed out and looked wildly around for some missile. Failing of her search she grabbed a handful of grass and flung it. The motorman dodged as if a cannon ball had been fired at him. Reports were to the effect that torpedoes placed on the track frightened a lady on one of the cars to the extent that she fainted and had to be taken into a house for medical treatment.

As a result of the treatment to which they were subjected the men were in no great hurry to proceed with the work they had undertaken. Four of them went squarely over to the strikers, and the other two went in to dinner, after which they did not work again. Last night, from what could be learned, there were six of the strike-breakers left at the Reservoir car-barns.

Tramp, Tramp, Tramp.

After the cars stops and the excitement their appearance caused died down, the ceaseless tramp up and down the streets began again. Wagons and cabs were in great demand, and regular lines of buses were run. The majority of the people, however, walked the same old never-ending walks.

Late last night big wagons rolled along the streets, hauling home those who had attended the great Presbyterian excursion which went down in spite of the strike. The crowd was somewhat curtailed on account of the condition, but it was a good one nevertheless.

By nightfall the streets were pretty quiet. A trip along the line from Ninth and Main to the Reservoir barns failed to produce a single sign of a disturbance. A big crowd had gathered at the barns during the day and made some fuss, but there was no sign of any serious trouble. The place is well protected.

PERSUADING A STRIKE-BREAKER.

JEERING A NON-UNION CONDUCTOR.

MORE POLICEMEN

Big Batch Sworn in by the Board—Military Not Necessary.

Another batch of special policemen were elected by the board and sworn in by City Clerk August yesterday afternoon, and they went on duty at 8 o'clock.

The Police Board met at 5 o'clock. The situation appeared to them to be serious enough to warrant the appointment of additional policemen, and they did this without debate.

Messrs. Martin and Guigon, counsel for the Passenger and Power Company, were at the meeting at the request of the Chief of Police. Major Howard invited them to be present in order to obtain from them an explanation of certain reports that had gone out, presumably from the company's office, that the police were not giving the company the protection that they should.

Major Howard said that he had given instructions to each of his captains to man each car that started out with one or more policemen, and that he had expected to have had at least half an hour's notice of the time the cars were to be started out. This notice was not given, and the first cars were not manned by policemen. No time was lost, however, in getting officers to the cars, and from that time on each car, upon each trip, had policemen on board.

The Chief declared that upon every occasion of outburst his men were there to quell any possible disturbance, and that they accomplished their purpose.

POLICEMEN COMPLIMENTED.

Captain A. B. Guigon said that the company had not the slightest complaint to make. On the contrary, he said, from his own observation, the police had done most excellent service. He had never seen better work, and he complimented them upon the service they performed.

Mr. Martin's remarks were couched in similar language, except that he said had the cars been running in all sections of the city he did not think the force, as fine as it is, could protect the car service and maintain the law. He thought that the New York force was the only one that could cope with a big proposition like that.

Several of the commissioners remarked that the condition had not yet presented itself, and that when it did the regular force, with the fifty auxiliaries, would come pretty near being able to maintain order.

Mr. Martin said he did not mean to reflect upon the police department in the least, for he believed it to be one of the finest in the country; but he thought the proposition would be greater than they could handle.

The board did not look upon the matter in the same light.

Major Howard made the point that had the company started out their cars as usual, a large number at a time, the trouble would have been less, for the crowds that gathered would not have been as large at any given point, and would be easier to handle.

CHIEF'S SUGGESTION.

This suggestion was looked upon favorably, and Commissioner Manning attempted to introduce a resolution instructing the police to disperse all crowds gathered at any point.

Mr. Bosher objected to the resolution on the ground that the law provided for just such occasions, and Major Howard said that he had already instructed his men to carry out the law in this respect.

At this point of the meeting a motion was made to go into executive session, and at that session arrangements were made for the work of to-day.

The cars will probably be started from each end of the city simultaneously, one from Twenty-ninth and P Streets, another from the Reservoir sheds and one from Main and Vine.

This programme will be practically following out the suggestions made by Major Howard, who, through all the trouble, has done everything that possibly could be done to protect the city's interests and uphold the law.

These cars will start at about the same hour they started yesterday, and each one of them will be manned by one or more policemen.

MORE SPECIAL OFFICERS.

The men chosen as specials yesterday afternoon are a fine body. They were equally distributed among the three districts. The names follow:

Messrs. A. J. Norman, W. S. Huckster, James Hannon, Jr., Frank Kranz, R. R. Allen, John Lee, Henry Jenkins, L. D. Green, J. A. Fisher, J. W. Denzler, S. Goodman, James New, S. L. Bendit, J. E. Welsh, C. A. Cole, J. E. Turner, A. M. Holland, A. J. Johnson, W. W. Coleman, J. G. Baker, L. J. Mason, C. Minor, J. A. Kinsey, William Everett.

The members of the board present were Messrs. Jacob, Bosher, Manning, Landerkin and Whittet.

After the executive session a member of the board, in reply to a question, said: "There is not the slightest reason for calling out the military. The subject was not mentioned, and there is no reason for believing that such a step will be taken. The police can handle the situation."

DISGUSTED WITH STRIKE

Business Men Losing Thousands and Their Occupation Gone.

Business men have already become disgusted with the strike. Every class of trade is seriously affected and some branches of business are almost paralized. The strike, and particularly the excitement on Main Street yesterday, has drawn the attention of the people from all business. Not only are the people unable to get to the centers, where the stores are, thus crippling retail trade, but they are not taking interest in business under their very noses. A case in point is of a real estate agent, who had a desirable piece of property to offer in the very heart of the city. He noted the indifference of every one and did not even put it up. He saw there was no use.

The Broad-Street stores are great sufferers, probably the greatest. Said the proprietor of a large apartment house on Broad Street yesterday afternoon: "My business has fallen off fifty per cent. since the strike began. My clerks have nothing to do and if this thing keeps up some of them will have to go on a strike." He went on to say that the strike ought never to have been allowed and every possible step taken to have averted it.

His story is a picture of every store on Broad Street. It is bound to be so. Tens of thousands of people who are the support of these stores live many squares away and have no means of reaching them but climbing the weary hills of Richmond. The people who have carriages come as usual and possibly a few buy, who have come to the centers to see for themselves how the careless city looks, but the great majority of shoppers from distant parts of the city, the suburbs and Manchester, do not and cannot come. The Mitteldorfer store took note of one customer yesterday, who had walked from Church Hill. This lady probably went into other stores on the street, but not many are going to trudge that distances for purchases that may be waited for or a substitute gotten at the little store around the corner.

Not a few of the poor people, white and colored, who eke out an existence by selling flowers and small plants about the market, are completely cut off. Probably fifty colored women congregate on the Sixth-Street side of the New Market each morning to sell daisies and other flowers. Yesterday there were just six, by actual count. These poor women live on the outskirts and they could not get to market to bring their commodities. In a short time the cutting off of even this small revenue will cause suffering.

STRIKE-BREAKERS LEAVE

Have Escort of Honor to the Depo Composed of Strikers.

The strike-breakers, under the escort of the strikers, strange as it may seem, went to the Union Depot last night shortly before 8 o'clock and took the 8:05 northbound train for home. Between fifty and sixty men appeared to be in the party and a number of strikers were with them.

The men went swinging along down Fifth Street merry enough, and chatting as they went. Thus was what remained, or rather what did not remain, of the strike-breakers who were brought to the city early yesterday morning to run the cars in place of those who had gone out.

They were won over to strikers' way of thinking by the committee of the "outs," who remained at the car barns for purposes of exercising moral suasion on those whom the company would have in their places.

COUNCIL SEEKS PEACE

Trade and Labor Council Also Appropriates $100 for Car Men.

A special meeting of the Central Trades and Labor Council was held in Old Market Hall last night and a committee of five—Messrs. Sidney Cates, W. H. Mullen, John Krause, John Donleavy and William Sheppard—were named to wait upon Manager Huff to-day and in the name of thirty-five affiliated unions with a membership of nearly 25,000 people, seek a settlement of the existing trouble. After the appointment of the committee the sum of $100 was appropriated to the car men.

Mr. A. L. Tyler, a delegate to the Council from Division 152, explained the situation up to the present time. He made a most encouraging report of the success that had been attained thus far and commended the men of the union on their gentlemanly demeanor.

Several speeches were made by well-known labor leaders of the city. A volunteer committee offered their services to the car men in efforts to persuade strike-breakers arriving here not to take the cars out.

The committee appointed to wait upon Manager Huff was instructed to convey the action of the Council to Division 152, then in session in Sanger Hall.

Secretary Mullen told of the affidavit of the strike-breakers as has been printed and how by some movement or other the company had been given an opportunity to see the same before they were printed. He urged the members representing other unions to stand firm and assist the men who were now engaged in the struggle.

OFFICE ABOLISHED

Board of Fire Commissioners Does Away With Position of Surgeon.

At an executive session of the Board of Fire Commissioners, the office of surgeon to the Fire Department was abolished.

The office has been filled for a number of years by Dr. Edward McCarthy, a cousin of City Accountant Carlton McCarthy. It is being whispered around the City Hall in a quiet way that the recent Taylor-McCarthy majority contest had something to do with the abolition of the office and it is suggested further that later on the office may be recreated.

The salary of Dr. McCarthy did not come out of the City Treasury, but was paid by assessment from the firemen and it is said the rank and file of the department were in favor of retiring Dr. McCarth.

When the question was finally passed upon, the youngest member of the board asked: "Does this settle the question irrevocably?"

The quick reply from the mover of the resolution was "oh, no, it may come up at any time in the future." And upon all this hinges some interesting things which may develop later on.

PRESBYTERIANS IN WAGONS

Many Vehicles of Every Description Meet Excursionists at Train.

A looker-on described the wagons and vehicles of every description which collected at the Main-Street Depot last night to take home the Presbyterians who went down on the Sunday-school excursion yesterday as filling the street from Fourteenth to the depot. While this gentleman may have been "seeing double," it is literally true that every manner of vehicle was on the scene, and "fair maidens and stately matrons" went home in the big covered wagons of the Richmond Cedar Works, which during the day had been hauling kindling wood.

Not less than two thousand men, women and children went down on this excursion. They traveled in three trains of twelve coaches each. The return was made about 9:30, and then the wagons and 'buses began their herculean task of distributing through the city the immense throng gathered in the depot. The party was too tired to be vociferous, but the novelty of the ride excited them somewhat. They were thankful enough to have the vehicles meet them, instead of having to walk to the West End north side, south side and Church Hill.

Special Meeting.

Members of the Tin, Sheet Iron and Cornice Workers have had signed a call for a special meeting of their union for to-night or to-morrow night to take action in reference to the street-car strike now on.

STRIKERS IN PETERSBURG

Policeman on the Cars Pound Unsconscious.

(Special to The Times-Dispatch.)

PETERSBURG, VA., June 18.—No violence of any kind has been attempted by the striking street car men and their sympathizers in this city. No demonstrations of any kind have been made, and the presence of police on the cars has been found unnecessary, and the officers no longer ride on them.

A communication from the conductors, addressed to the "People of Petersburg," says they are pleased to see so few people patronizing the many cars that were run yesterday. "We know it is hard on you," the communication continues, "and we hope it will not last long, and shall do all in our power to bring it to an end. As for riots and disturbances, we shall, as citizens of Petersburg, use our best efforts to prevent the same and maintain order."

Cars on the Washington Street and Ferndale Park lines have been running all day, but have not hauled many passengers.

DR. STARR TO STRIKERS.

About fifty of the striking motormen and conductors were addressed by Rev. Dr. Starr, pastor of Washington Street Methodist Church, this morning at Pythian Hall. Dr. Starr said that within the bounds of every city there is a struggle to live. It is so with me and it is so with every other man, except him who will not work. Your names are enrolled among those who are willing to work. You ask only what rightfully belongs to you. One proof of your manhood is that you have acted well and have shown that your conduct is not based upon any animosity towards the company, and you have made known your wants in a proper spirit, which must necessarily impress all men. I have been particularly impressed with the cost of living to-day and the cost five or more years ago. When Mr. McKinley was elected there came a great change in the conditions that existed under Mr. Cleveland's administration. A wave of prosperity swept over the country, and the cost of necessaries of life advanced. On this account many of you find it hard to live on the wages you receive. Now, I deal with conditions, not theories.

COST OF LIVING.

If you will get the facts, showing the increased cost of living now as compared with what it formerly was, and give them to me, I will go to Richmond, taking several business men with me, and lay these facts before Mr. Huff, or any other representative of the company, in your behalf, and debate the question of your rights.

Dr. Starr thought the employes of the company here should receive as much pay as similar employes in Richmond. He said he is heartily in favor of a national board of arbitration, having representatives of both corporation and labor unions.

"Public sentiment," he said, "is powerful, and arbitration will mean an end of strikes on the one hand and the grinding heel of monopoly on the other."

Rev. George E. Booker and Mr. R. E. Gill made short speeches endorsing what Dr. Starr said.

INDICTMENTS.

In the Corporation Court this morning true bills of indictment were returned against Charles Ross, Preston Jackson (colored), P. S. Reaves. In the case of Rosa Bonner (colored), charged with stealing from the person, not a true bill was found. Ross was tried on the charge of horse stealing, was found guilty and sentenced to three years in the penitentiary. Preston Jackson was convicted of the third offense of petit larceny and sentenced to two years in the penitentiary.

The Commonwealth's Attorney entered a nolle prosequi in the case of William H. Hastings, charged with forgery.

After hearing argument in the case involving the validity of the Wakefield ordinance regulating the speed of passing trains, Judge Hancock took the papers in the case and will render his decision sometime during the week.

THE GRAND LODGE OF NORTH CAROLINA

(Special to The Times-Dispatch.)

WILMINGTON, N. C., June 18.—This has been a very busy day with the Grand Lodge of Masons, the morning, afternoon and evening having been taken up with business sessions, and the Knights Templar gave their spectacular street parade late in the afternoon.

The final session of the Grand Chapter was held this morning. Besides routine work officers were elected as follows:

Grand High Priest, H. G. Smallbones, Wilmington; Deputy Grand High Priest, William Anderson, Charlotte; Grand King, James D. Glenn, Greensboro; Grand Scribe, Lat. Williams, Wilson; Grand Treasurer, Martin S. Willard, Wilmington; Grand Secretary, James C. Munds, Wilmington; Grand Chaplain, Rev. L. H. Schubert, Enfield; Grand Captain of Host, A. B. Andrews, Jr., Raleigh; Grand Principal Sojourner, F. P. Sport, Washington; Grand Royal Arch Captain, J. C. Braswell, Enfield; Grand Master Third Veil, J. B. Griggs, Elizabth City; Grand Master Second Veil, J. W. Shuford, Hickory; Grand Master First Veil, U. M. Robinson, Wilmington; Grand Guard, R. H. Bradley, Raleigh.

The Grand Council met at 3 o'clock and elected the following officers:

Most Illustrious Grand Master, Kah Andrews, Jr., Raleigh; Deputy Illustrious Grand Master, F. Ulrich, of Newbern; Grand Principal Conductor, William Anderson, Charlotte; Grand Treasurer, M. S. Willard, Wilmington; Grand Captain of Guard, E. B. Neave, Salisbury; Grand Conductor of Councils, E. O. Toomer, Wilmington; Grand Steward, J. K. Norfleet, Winston; Grand Chaplain, Rev. Thomas Bell, Greensboro; Grand Sentinel, R. H. Bradley, Raleigh.

The magnificent street pageant of the Knights Templar took place at 5:30, the parade passing through the principal business streets.

Fifty Knights, in full uniform, were in line, commanded by Captain-General L. A. Dodsworth, of Charlotte.

A platoon of police headed the procession, followed by a full brass band. In one of the carriages at the end of the line was Right Eminent Junior Warden of the Grand Encampment of the United States Frank H. Thomas, of Washington, D. C.

Along the line of march a stop was made at the residence of Mr. Martin S. Willard, where an informal reception was tendered the Knights.

The Grand Commandery met to-night.

N&W RY TRILBY TRIPS To The SEASHORE
EVERY SUNDAY
VIA NORFOLK & WESTERN RY.
NORFOLK OCEAN VIEW
ROUND $1.00 TRIP
VIRGINIA BEACH CAPE HENRY
ROUND $1.25 TRIP
SPECIAL FAST VESTIBULED TRAIN leaves Richmond (Byrd-Street Station) EVERY SUNDAY at 8:30 A. M., Petersburg 9:05, arrive Norfolk 11 A. M., with through coaches to Virginia Beach, and connecting at Norfolk with SPECIAL CARS for Ocean View. Returning, leave Ocean View 6 P. M., Cape Henry 6:15, Virginia Beach 6:30, Norfolk 7:15, arriving Richmond 10 P. M. THREE (3) HOURS longer at Virginia Beach than any other route.
QUICKEST & ONLY ALL-RAIL ROUTE. NO CHANGE OF CARS BETWEEN RICHMOND, NORFOLK & VA. BEACH.
A. T. ADAMS, MANAGER.

No Gripe, Pain
Or discomfort, no irritation of the intestines—but gentle, prompt, thorough healthful cleansing, when you take
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Sold by all druggists. 25 cents.