

Four Men Mortally Wounded by Strike Breakers in Riots

Crowd Cheers When First Car Appears

Stirred by Grit Displayed by Its Crew in Face of Mob

Which have been known to him. Other strike breakers are on their way to San Francisco, and the effort of the company to run its cars will be pushed to the utmost.

Full police protection was not given until after the riots and bloodshed. Then Dinan placed a number of the strike breakers under arrest and threatened the officers of the company that he would arrest his men with rifles and order them to shoot back at the strike breakers. The only arrests made, with the exception of one man who is charged with hitting a policeman with a stone, were the men who were operating the cars of the United Railroads.

The first car was run out from the Turk street sheds at 11 o'clock. Almost immediately it was blocked. The crowd surged on the track in front. Rocks were hurled and windows smashed. Two inspectors were wounded. Without returning fire the men ran the car back within the barricade.

Then followed the call to the mayor for police protection, and the second desperate attempt to force cars through the rioters. It was no child's play for the men who stood on the platforms of the six cars which were run out from the Turk street barn at 3 o'clock in the afternoon. Whatever the sympathies of the mob, the courage of the strike breakers was irresistible and an involuntary cheer greeted the first car that came out through the portal of the car house into the street.

For half an hour the crowd had seen that preparations were being made to send out the cars. Before the barricade was removed men in uniform were seen to board the cars and take their places at the controller bars and on the platforms. On each car were six men, two regular inspectors who had remained in the employ of the company and four strike breakers. Then at a given signal the barricade was pushed aside and with a clang from the gong the car moved out from the barn.

BIG CROWD GATHERS

On the opposite side of the street and out as far as the car tracks a crowd of 2,000 had assembled. At the last moment the police under Captain Mooney had cleared the sidewalks in front of the barn. On the roofs and at every window men and women watched as the car emerged from the barn and was run to the track on the farther side of the street. They saw men with the white ribbon of the union pickets on their coats help to clear the tracks. They saw the blanched faces of the six men in new uniforms on the car, and they heard the cheer that greeted the man's bravery of the deed. They heard it followed by hisses and cries of "scab," and men and women held their breath waiting for the outbreak of the force that was put up in the tense expectation of disaster.

No act of hostility occurred while the switch back was made, and the car turned the corner and moved rapidly down Turk street, between the crowds on either side. Then came the second and the third in rapid succession. Each made the switch. The forward trolley was drawn down and the rear trolley let up to the wire, and still no rock was thrown and no shot was fired. The men acted with precision, but nervously, while a handful of police, aided by the union picket, kept back those who tried to touch the cars. They dragged the trolley poles down and drew the sixth car left the barn in safety and men in the crowd wondered if the run was to be made without bloodshed.

AMID HOOTING OF MOB

Proceeding the following three cars dashed two automobiles. In the first were Chief Dinan and a dozen sergeants and captains. In the second were Mullally, Chapman and Handon. The cars were run into the barn amid the hooting of the mob.

Superintendent Jones and a half dozen inspectors went to Mason and Market streets and ran the two cars had been left, and ran them back to the barn. Either because the crowd had sickened of bloodshed, or because they saw that the company was abandoning its attempt for the time, there was little violence done in the return trip of the two cars that had borne the brunt of the fighting by the Native Sons' monument.

Every window was smashed in each of the six cars. The platforms were strewn with bricks and rocks. But the strike breakers who had stood on them for more than the running battle were game for more work. They had all asked to be allowed to go back for the last two cars. When they left the barn to cross the street to their barracks in the repair shops they fled between two lines of union sympathizers, who yelled derisive epithets in their ears, but who were struck by the return of the mob.

FIRST TROUBLE BEGINS

It was between Webster and Buchanan streets that the first trouble came. A lumber wagon had been stalled on the track after the first two cars were blocked for several minutes. The crowd collected and whenever the driver, who appeared to be innocent of evil intention, tried to start his team the crowd yelled and the horses bled. A policeman stood by the side of the wagon, and a mounted patrolman who came to the scene was not able to help matters.

Then the first rocks were thrown. The attention of the policemen was brought to a standstill by vicious force at the car, but the policeman refused to arrest him. Apparently the culprit was not a member of the carmen's union. Finally the driver of the lumber wagon moved on, followed by the two cars to leave the barn. From there to Van Ness avenue there was little attempt at violence, but no sooner had the cars reached the burned district than the trouble began. Obstacles were placed on the track and the men were under a continuous fire of rocks, bricks and glass bottles.

Time and again the first car was brought to a standstill by iron plates and pieces of lumber which were placed on the track. An inspector would get down from the car, walk calmly in front and remove the obstruction, protected the way by the men on the front platform, who held their revolvers in their hands in readiness.

SHOT IS FIRED FROM FENCE

The first shot was fired by a man who stood behind a board fence on the south side of the street. At the same time kegs of nails and chunks of wood were hurled at the cars by the workmen on the buildings on either side. The police protection was entirely

inadequate, in the face of the mob, which increased in numbers as the cars were continually stopped by obstructions.

Then the men on the first car opened fire. The battle was on. Tense apprehension gave way to the excitement of action. The union pickets had been left behind, and the efforts of the handful of police were absurdly futile. One after another the victims fell. Innocent onlookers suffered oftenest, as shots went wild.

The final battle came when the cars were stopped at the corner of Mason and Market streets, by the Native Sons' monument. A teamster had dumped a load of crushed blue rock on the rails. The crowd, now a yelling mob, surged around the car and rocks came from all sides. One man stood behind a load of lumber and took deliberate aim at the men on the car, who, becoming desperate and realizing that they could not remove the load of rock, abandoned the fire of the mob, abandoned their car, after firing a fusillade into the crowd, and ran for the corner of Eddy and Mason streets, where they saw a posse of police coming from the Eddy street station. One of the strike breakers fell and was mercifully beaten and tramped before he was rescued by the police.

Then policemen began to appear in numbers, coming from the Eddy street station.

"I'LL GET YOU"

Chief Dinan came running to the automobile in which Thornwell Mullally, General Manager Chapman and his assistant, Handon, were seated. "I'll get you," he yelled at the officers of the company. "I'll get you! I'll have a hundred men with rifles here in fifteen minutes."

The four cars behind had met the same troubles. The attempt to go farther was abandoned. The men shifted the trolleys and started back, with revolvers drawn.

As they neared Turk street pickets of the carmen's union boarded the car, shouting derisively at the strike breakers who had returned the shower of rocks with shots.

The shedding of blood would have ended had it not been that the switch in front of the Turk street entrance to the repair sheds where the strike breakers had been in barracks had been thrown. The first car was diverted to the main track and crashed into the gate of the stockade. Thinking they were being attacked, the Farleyites within opened fire, and two men were mortally wounded. Again there was a fusillade of rocks, while the crew ran the car back to the main track and turned it into the Turk street. The west side of Turk street. Crowds of union men boarded the car and the general impression prevailed that it had been captured and brought back to the barn by them.

ABANDON THE CARS

Two of the cars were deserted by the strike breakers at Turk and Market streets, after it was found that it was impossible to turn from Turk street into Mason. The four other cars went as far as Jones street, where they were met by the entire police reserve, and were then returned to the barn.

For the distance of fourteen blocks the weapons of the side on the ground were used. On the tracks union sympathizers piled barrels, paving stones and timbers to impede the cars. Behind the vehicles ran a howling mob of men and boys, their fists full of stones and their eyes wild with a mad aim at the uniformed, armed men on the cars. When the cars stopped while the tracks were being cleared by the inspectors, the mob came within striking distance and each time a conflict would ensue. The weapons of the side on the ground were whatever came handiest to throw. From the platform the sound of revolver shots rang out and pursuers and spectators dropped with mortal wounds. While the cars passed the buildings in the course of construction along Turk street heavy timbers and bricks were hurled at them from the scaffolding. Women stood on their stoops or on the porches of the Jefferson square refugee cabins and jeered the strike breakers and cheered on the men who were making the attacks.

POLICEMAN IS HURT

The riot and slaughter in the afternoon was the logical end of a nervous, intense day, marked with bloodshed and fighting. Several inspectors of the United Railroads were injured in the morning while taking out the red provision cars. It had made a tentative move to the preceding day. Shortly after 10 o'clock a police Captain Moore and men were clearing Turk street. A gathering of some thousand noisy men and boys, policeman J. M. Mann was struck on the chest and thrown to the ground, painfully injured. He immediately arrested O. Rudolfo, a member of the sandwagon driver's union, whom he had seen throwing stones and who was charged with assault with a deadly weapon.

All day long there had been a crowd in the vicinity of the car barn at Fillmore and Turk streets in anticipation of the promise of Patrick Calhoun that the United Railroads would run cars in the forenoon. The strong were massed in Fillmore street, on the east side, the five policemen on duty under Sergeant Eastman keeping the sidewalk on the west side reasonably free for persons not desiring to spend a morning in waiting for strike breakers to appear.

When the attempt was made to repair 11 o'clock to operate the ungalley red car from the Turk street barn the crowd made a change of base and occupied the thoroughfare from Fillmore to Webster. At 1 o'clock Captain Mooney came with 32 patrolmen, four of whom were mounted. They were under Sergeant Eastman and Cullinan. Promptly they were met by a demonstration, though meeting with some difficulty from the element that looks with disfavor on the police. Aided by pickets of the carmen's union under J. Goethals and R. Foley, the police kept the block free from looters.

THROUGH IX. STREETS

From 1:30 till after 3 o'clock conditions were quiet about the car barn. Then it became known that the company was prepared to operate cars with nonunion men. Forty men in new uniforms were escorted across the street from the barracks on the east side of Fillmore to the barn on the west side. Once inside the palings which had been placed before the hitherto open entrance to the carhouse the men were armed with revolvers, two being given to each. The firearms were of heavy caliber and were worn in holsters at the waist. Six men were told off to each of the six cars to be started. All

the windows were lowered, so that glass would not be broken in the run. Fillmore street was now a mass of humanity. Teams and men blocked the thoroughfare. People were perched on every side and on sheds and in windows. The men who were about to take out the cars looked with unconcealed apprehension on the throng before them. The strike breakers were young fellows, many of whom had the tongue of the Mississippi river states. They were recruited in St. Louis.

The cars, in the order in which they came out and with their crews, were as follows:

Car 1369, Inspectors Quigley and Fulton; crew, Parks, Williams, Nelson and Wiley.

Car 1352, Inspectors Garland and Kelly; crew, Harbon, Storck, Ward and Stubbs.

Car 1346, Inspectors Bragg and J. B. Cummings; crew, Jones, Turner, Killebrew and Leman.

Car 1351, Inspectors Lock and Hunt; crew, Childers, Bond, Schlischer and Sponeman.

Car 1336, Inspectors Cameron and Lynch; crew, Cook, Seaman, Palis and Gilbert.

Car 1359, Inspectors Sheer and Clouster; crew, Landeau, Ferguson, Johnson and Allen.

MISSILES BEGIN TO FLY

The cars were of the common type, with open platforms and seats at each end. To get out in Turk street they had to run on to Fillmore, then switch the track and turn into Turk. A maneuver calmly and speedily executed. Notwithstanding the temper of the crowd and its attitude toward the strike breakers there was a wave of something like admiration for the coolness and pluck of the men running the cars. Car 1369 was the first to turn into Turk street. The men were jeered and hooted by the crowd, which was in Webster street. Car 1352 quickly followed.

Missiles then began to fly. Before the cars had reached Buchanan they were encountering debris on the track. The first shooting was near Turk and Buchanan streets. Stones were flying rapidly about the car, striking on the roof, sides and axles of the strike breakers were hit. Then the men drew their revolvers and began to shoot. Mercilessly the nonunion men turned their revolvers in the direction of those who were pursuing. At that point no shot took effect, and the first two cars continued on their difficult way. The third car was stalled in Turk street between Webster and Buchanan by a hay wagon that had been placed on the track.

TONGUE LASHINGS HEARD

At Jefferson square the nonunion men entered as vehement though a less dangerous element of opposition than that which was following them. The women of the square, all loyal wives of workmen, saw the menace to the welfare of their husbands and heaped maledictions on the heads of the men hired by Calhoun to disrupt the carmen's union. With clinched fists the women stood on the sward of the square or leaned from their cottage windows and called down words of judgment on the heads of the Farleyites.

The sons and kindred were throwing stones and bricks and from the swiftly moving cars would occasionally come the pop of revolvers fired into the crowd. But the ugliest battles were yet to come between the Farley men and the labor union sympathizers. As yet no one had fallen before a strike breaker's bullet.

Large green garbage cans had been put on the rails at Jefferson square and they caused delays, during which the mob in chase could again come within striking distance of the car operators. But there was a clear way from the square to beyond Van Ness avenue for the first two cars.

Later, on the avenue, many women had gathered. One elderly woman was so filled with loyalty to the cause of union labor that she placed herself between the rails while a car was coming swiftly down from Franklin street and for an instant defied the juggernaut to claim her as a sacrifice or stop. But before the car came dangerously near she stepped out of the way.

PISTOLS POP IN AVENUE

Gallantry was unknown to the men on the cars and they snapped their revolvers as desperately in crossing Van Ness avenue as they did at the other parts of the line.

At Turk and Van Ness the first bullet from the revolvers of the Farley men to take effect wounded George A. McNaughton, a chauffeur living at 619 Capp street. He was struck in the right temple, but the wound was not of a serious nature. At Turk and Polk streets S. Joy, a dredger employe, was hit.

Bullets were now met with bullets. A young fellow crouched behind a bill board at Polk and Turk streets and emptied his long revolver in the di-

rection of the cars. From the top of a reinforced concrete building a shower of building materials was hurled by the workmen on the cars. From brick buildings lining Turk street, masons threw bricks and timbers with all their force.

The pistols carried by the car operators were not large weapons, their reports were not loud, but the whistling cars through the ferry, but at Market street westward in the crowd of men and women crowded on them and returned them to the barn.

BUCHANAN IS SHOT.

But there was to be more bloodshed before the day was over. The first car in the return procession was coming down Turk street at a rapid rate and when near Fillmore it jumped the switch running into the Turk street barn. Behind the fence were 100 strike breakers, their nerves at a tension. The car bumped into the fence with a great noise and immediately a volley of shots was fired through the wall into the crowd outside by the strike breakers. Their fusillade was deadly. John Buchanan of 15 Prospect avenue, a carshop employe, was hit by a bullet in the abdomen. Jones operated in said to be fatal. The men inside the yard said that they thought that the strikers were rushing upon them when the car bumped into the gate.

That ended the shooting for the day. The car operators kept under cover and the police kept the streets clear in all directions from the barn. Phil Landeau and Peter Ferguson were arrested at the barn by Chief of Police Dinan and booked on a charge of assault to murder Al Palm, the Oakland chauffeur who was shot in the neck at Polk and Turk streets. The prisoners were identified by Harry Earle of 2323 Sutter street, who had witnessed the shooting.

There were still two cars left at Turk and Market streets and Picket J. Fullalove of the carmen's union offered to bring them into the barn. Superintendent Jones operated the first of the shattered cars to be returned and J. Lovejoy the second.

RIOT IN MORNING

The first blood was shed yesterday morning. About 11 o'clock the red freight car was started out in charge of the following inspectors: A. E. Brodman, J. R. Cummings, W. E. Garbhand, J. W. Hale and Superintendent H. T. Jones. The car was greeted with stones and Hale was hit in the chest. But the car ran off the track before it was far out of the yard. After it was put on the track again it made a fresh start and the second time, with the same crew, reached Turk street. Bricks

and stones flew about it and struck the men operating the car. Cummings and Brodman were hit with stones. A heavy McNab & Smith dray was stuck in the car track and the red car could not move. It was a target for missiles. Union pickets worked earnestly to keep the crowd orderly, but the task was too great and the small police squad could do little. Sergeant Lastman succeeded in clearing the track of the truck and the car went on half a block, only to be stalled again. Superintendent Jones decided that the trip was a failure and ordered the car back into the barn.

Later came Captain Mooney and the clearing of Turk street, during the progress of which Policeman Mann was injured, resulting in the arrest of O. Rudolfo, an Italian youth who had been throwing rocks. In Rudolfo's pockets were found sharp edged pieces of concrete. On the order of Captain Mooney the prisoner was charged with assault with a deadly weapon and his bail was fixed at \$1,000.

During the time that stones were being thrown at the red car a girl dressed in a blue tailor made gown walked boldly to the edge of the danger zone and took a snap shot of missiles flying through the air. Grand Jurors Sanborn and Rothe were about the scene of the afternoon disturbance in an automobile.

Mrs. C. Tobson of 134 Turk street was lying sick on a couch in her home. Three bullets penetrated her cover. Two lodged in the wall above her head and one struck the stand beside the couch. C. Tobson, husband of the woman, runs a restaurant opposite the fortified construction yards of the United Railroads in Turk street near Fillmore. Mrs. Tobson lives over the restaurant. She said that no sooner had the trouble begun than the bullets began to fly. No shooting was done on her side of the street. All the bullets came from the direction of the construction yards, she asserted.

Policeman John Rocca reported that he had a narrow escape from being shot. "I was standing in front of Bantel's bakery in Turk street when the shooting commenced," he said. "A few feet from me stood another policeman. Between us was Bantel's horse. A bullet from the car struck the horse in the nose and he fell at our feet."

Nichols Rounds Up Unlicensed Jehus

Wagons Brought From Afar for Harvest Resulting From the Strike

Tax Collector Nichols and his deputies rounded up yesterday a hundred or more bus drivers who had come from the surrounding counties to turn an honest penny in carrying the crowds during the strike of the local carmen. Police Sergeant Gorman was stationed at Eddy and Market streets and he gathered in all kinds and conditions of vehicles, with the result that several hundred dollars was added to the city's coffers for licenses.

A big auto bus, with 24 passengers that used to ply between Platts and Lakeport, was among those taken in tow and the driver and his load was not allowed to go until he had plunged up \$7. Another job lost 18 passengers while he was taken to the tax collector's office to pay a license of \$10. These were buses from San Mateo, San Rafael, San Joaquin, Vallejo, White Sulphur Springs and Alviso.

For Additional Strike News See Page 3

Blood Is Shed Freely in Attempt to Run Cars

Rain of Missiles Answered by Pistols and Many in the Crowd Are Hit

A running battle along 14 blocks in Turk street, from Buchanan to Market, marked the attempt of the United Railroads to operate its cars with nonunion crews yesterday afternoon. Six cars were taken out of the barn at

Turk and Fillmore streets at 3 o'clock and almost from the start they were the targets for bricks and stones hurled by union sympathizers. Suddenly the men on the cars whipped out heavy revolvers, which they carried in



The above photograph shows the box car taken out yesterday morning being blocked by strike sympathizers with trucks.

Warns People Away From Cars

An official of the United Railroads said at midnight: "The men who took out the cars yesterday afternoon will take them out tomorrow morning and every day until normal conditions are restored."

"I advise any person who may be inclined to interfere with the running of the cars to keep out of the way."

"The men will defend themselves if they are attacked."

with rifles out here in 15 minutes."

But instead of gathering his rifle corps, which would have been an effective and impressive force at that moment of blood and anarchy, Dinan did the next best thing and went into the thick of things in Mullally's automobile. The fight was not yet over, but soon the police had the debris piled fairly clear of brick heavers.

Then the return of the other strike breakers to Fillmore street was begun. They deserted the last four cars and union men crowded on them and returned them to the barn.

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"I'll fix you," Dinan was heard to shout; "I'll fix you; I'll have 100 men