

Girls Bearing Floral Gifts Vary the Monotony of Dodging Bricks for Crews of Cars

Calhoun's "Hessians" Decorated With Roses and Carnations

Like Circus Parade Is the Railroad Cavalcade

On two days the trips of the strike breakers of the United Railroads through the city streets were made hazardous by the throwing of stones and bricks; on the third day there was a change, in one instance, and roses were given to Patrick Calhoun's men. Several girls from a flower store at 3319 Sacramento street rushed from the curb as the two cars passed on the return trip yesterday and gave roses and carnations to guards and inspectors. It is true that the girls were chased—or shooed—back into the store by union



sympathizers, but the flowers had been given and received and were being worn. The monotony of dodging bricks had been varied. All of yesterday's action was confined within a period of 2 hours and 25 minutes in the afternoon—from 1:05 to 2:30 o'clock, the elapsed time during which the strike breakers in covered vans had left the car barns at Turk and Fillmore streets and returned thither, after having operated cars 1402 and 1298 from Oak and Broderick streets to Stanyan and Page, to Devisadero, to Sacramento, to Lake, to Sixty avenue, to California and back over the same route to Devisadero and Oak streets and then to the car barns. The cars were in charge of Inspectors Garland, McDermott, Byers and J. Cummings.

Sketch by Artist Rohrdand showing girls from flower store in Sacramento street presenting roses to strike breakers.

CLAIMS SHOT WAS FIRED A few bricks were thrown—a very few as compared with the fusillades of building materials on Tuesday and Wednesday. The inspector on car 1402 says that while inbound a shot was fired at the vehicle in Devisadero street between Golden, Gate avenue and McAllister street from the upper window of a house on the west side. The bullet, if it were a bullet, pierced the ventilator of the car. There is a hole in the glass to show that some missile pierced it, but the nature of the projectile can scarcely be determined by a hole in a pane of glass. G. McDermott is the inspector who says that a shot was fired. No one was hurt.

The running of the two cars was not the operation of a street railroad system, however sanguine the officials of the United Railroads may be. It was a transportation phenomenon, to be classed somewhere between the movements of an unpopular chief of police in a Russian town and a circus parade.

At 1:05 o'clock the strike breakers arrived at the Oak and Broderick barns, guarded by nine mounted policemen under Corporal Greensberger. A tinsmith hauled a load of cobblestones within striking distance, but Captain Gleason ordered him away.

Car 1402 shot out of the barn at 1:20 o'clock closely followed by car 1298. The procession formed. First came Captain Gleason in an automobile, accompanied by Sergeant Harry Hook and Patrolmen "Jack" Tillman, Joseph Graham, Charles Goff and Patrick Butler. Thornwell Mullally and General Manager George Chapman with Superintendent Christianson followed in another touring car. Newspaper men occupied six machines.

As the cars started out a few rocks were thrown from behind a signboard at Oak and Broderick streets, but no one was injured. Along the smooth roadway of Oak street, paralleling the park panhandle, the cars sped, the mounted policemen galloping over the asphalt and the automobiles bowling along with horns blowing.

The turn into Stanyan street was accomplished without incident and the run was made back over Page street. At Baker a sack of asphalt paving blocks had been put on the track and the car was delayed. In Page, between Baker and Broderick, paving stones had been placed on the rails to impede progress.

At Devisadero and Page streets the blocks had been put on the track and counted. It did not deserve to be called a mob; it only hooped, hissed, jeered, cursed and shook impotent fists at the men on the cars. Hard names were hurled against the cars and the cars of the strike breakers.

Improvised barricades had been thrown up along the Devisadero street track on Wednesday, but that game was not played yesterday. Only the throng of abusive union sympathizers were on the street, and they had to keep their distance. Many of the rowdies were small boys; others were young men—hoodlums who do not appear to work in any of the unions—and a very few were union carmen.

DIFFERING SYMPATHIES A "seer," garbed in long, garnet robes and wearing a motley turban, stood on the steps of his Devisadero street shrine and wiggled opprobrious fingers from his mystic nose at the strike breakers. On the opposite side of the street a sanely dressed man waved his hand at the car operators.

"You're all right," he said. "Some of the cars outstripped their pursuers, leaving the majority at Geary street. Turning into Sacramento street the circus aspect of the tour was most apparent. At the California women's hospital patients were wheeled into advantageous positions that they might not miss the show. Oil and stones had been put on the track to impede the car near Presidio avenue, but the strategem was not successful. The windows of the Haysman and Children's hospitals were filled with bright faced nurses.

The run from Presidio avenue in Sacramento to California and Sixth streets and back to the car barns, girls having a party left their chocolate creams untasted to see Calhoun's "Hessians" pass. The octogenarian inmates of the Home for the Aged in Lake street and Fourth avenue packed the windows as the Haysman and Children's hospitals were filled with bright faced nurses.

It was on the run back that the roses and carnations were given. That was the first sign of esteem received by the strike breakers, though several women had cheered them during the day. After leaving the corner of Sacramento street and Presidio avenue with blossoms flowering in their button holes and caps, the strike breakers were doomed to meet the opposite sentiment. From the window of a flat

in Sacramento street near Baker an aged woman put her white head out of the window. "Scab," she cried.

Cases of the Rioters Called in the Police Courts Those of Serious Nature Are All Continued by the Judges

The strike breakers and others arrested on Tuesday and Wednesday in connection with rioting appeared in the police courts yesterday. They were represented by Attorney O'Connor, with two exceptions. There was a large and interested crowd in the courtrooms, but no demonstration.

Jess Lamar, charged with the murder of James Walsh, the young chauffeur, was instructed as to his rights by Police Judge Shortall and the case was continued till May 17 for arraignment. Before the same judge Carl Stone and Starling F. Harbour, charged with carrying concealed weapons and discharging firearms within the city limits, and John Williams, charged with disturbing the peace, had their cases continued to the same date.

Frank C. Smith, charged with carrying concealed weapons and discharging firearms within the city limits, failed to appear and a bench warrant was issued for his arrest. At the request of his attorney, the bail was not forfeited and the case was continued till today.

Less Opposition to the Running of Cars on Park Line

The running of two cars of the "Fourth and Market" line over, practically the same course taken the day before was attended by little bloodshed. Sixty policemen were detailed to keep order. In the procession over the park line, but in reality a police had little more vigilance to keep than they would have had with a similar number of people at a carnival of a street fair.

UNDERCURRENT OF ANTAGONISM

In spite of the brave show made by the mounted squad and the indignity and indisposition to violence exhibited by the crowd, however, there was an undercurrent of antagonism on the one side and of determination to prevent disorder on the other which turned the march of the police into a riotous strike's picket. With the attendant rabble, into a demonstration too grim for thought of the brightness of the day or the beauty of the bits of park scenery caught here and there along the route.

CROWD FOLLOWS CARS

About noon Captain Gleason, accompanied by a small squad in a police automobile, left Fillmore street for Oak. The crowd of pickets, unceremoniously viewed the procession and followed. At 1 o'clock the gates of the Fillmore street sheds were thrown open and the strike breakers made their dash for the sheds and the mounted police. There were jeers, but no other demonstration at the latter place when the strike breakers arrived, and within ten minutes the two cars issued from the sheds and at once pulled slowly up to the top of the hill. The following route were the principal incidents of the day.

A few sticks and stones upon the tracks here and there; a little grease on the rails upon a hillside; the breaking away of several frightened horses, and jeers or cries of encouragement from the crowd, were the incidents of the day.

Until Geary street was reached the cars moved slowly, but at that point, by a prearranged plan, the motormen turned on power, the mounted policemen viewed their horses gallop, the automobiles containing officials of the United Railroads, policemen, artists and representatives of the press dashed forward and the crowd on foot was left far behind. A few boys made efforts to keep the cars in sight, but the strikers turned back to await the return.

A remarkable feature of the trip was the marked division of sentiment among the people who lined the sidewalks. Some of the crowd, on the roofs and windows. In many instances women waved their handkerchiefs and cheered the cars as they appeared. In one block a group of girls, with their hands full of pink and red carnations, waved their hands and threw the petals to the strike breakers. At other points sturdy workmen engaged in the construction of buildings voiced their displeasure at the sight in plain terms, and girls employed in shops poked their fingers at Calhoun's new men and cried shame.

Thornwell Mullally stated after the return to the sheds that the performance yesterday would be repeated so long as the police furnished the protection.

SQUABBLE MARS SESSION OF THE CIVIC LEAGUE

W. F. Smith and Isador Jacobs Indulge in Warm Controversy

The meeting of the civic league last night, resulted in a stormy session. Instead of a peaceful conference, as was planned, before the session ended W. F. Smith, one of the organizers and elected temporary chairman at the last meeting, inferred that Isador Jacobs of the Potrero commercial and manufacturers' association told an untruth. For a moment it looked as though the men would come to blows, but the cooler heads among those present managed to prevent a fight and peace was restored for a few minutes.

The whole trouble arose over the fact that Smith and some of his followers were opposed to allowing delegates from various commercial bodies and improvement clubs the privilege of voting unless they presented their proper credentials. Argument on this score lasted for more than an hour, and ended only when Smith and Jacobs had their little dispute.

At the close of the meeting a spirited address Smith intimated that if the members of the league did not come together and work in perfect harmony their efforts would be a failure and that San Francisco would be wiped off the map as far as the outside world was concerned. These remarks did not suit Jacobs at all, and he told Smith in plain terms that he would like him to desist.

"I take exception to the remarks of the speaker," roared Jacobs, to Secretary Cadwallader, who occupied the chair temporarily. "I do not think that he is voicing our sentiments or that he is acting in the right sort of way."

"Then you utter an untruth," snapped back Jacobs, "and you are an up-roar." Both Jacobs and Smith looked at each other with fire in their eyes and a personal encounter seemed imminent. Finally Cadwallader and other cool headed members managed to interrupt and all was peace and quiet for a few minutes.

Another discussion arose over the election of officers. The delegates from the various improvement clubs intimated that they were not being given representation on the executive committee. Finally the name of A. W. Scott of the Repair association was suggested for president. He tried twice to withdraw, but was finally forced to accept the nomination and was elected unanimously. Much trouble resulted in the election of the other officers, but they were finally named, as follows: First vice president, Norton C. Wells; second vice president, George A. Tracy;

Calhoun Gives Notice That United Railroads Will Sue City

At a meeting of the police commissioners yesterday afternoon the following letter from Patrick Calhoun of the United Railroads, addressed to the commissioners, was read and ordered to be placed on file: "The United Railroads of San Francisco hereby notifies you that on the morning of Sunday, May 5, 1907, its platform men who operated its streetcars voluntarily quit their employment. Since then this company has employed other competent men to operate its streetcars upon and along the streets of this city and county. For the past two days every effort made by this company and its employees to lawfully operate its street railway system and cars. Many of the company's cars and much of its property situated in this city and county have been injured by said mobs and riots. Persistent reports have reached this company to the effect that its every effort to operate its cars will be forcibly and unlawfully resisted by persons assembled in mobs and riots on the streets of this city and county.

"We can assure you that, if unmolested, the car service of this company will be fully and peaceably resumed. You are further notified that it is the intention of this company to claim and recover from the city and county of San Francisco all damages it has sustained or that it shall hereafter sustain on account of injuries to real or personal property situated within this city and county, done or caused by mobs or riots, and for all losses of profit and daily receipts it has or may hereafter sustain through inability to operate its street railway system on account of the acts of mobs and riots."

Strike Breakers Swear That the Policemen Beat Them in Jail

Twelve Affidavits Made by Prisoners Taken Tuesday Declare That Patrolmen Showered Abuse on Them

Twelve affidavits of a sensational character were sworn to late last night in the offices of the United Railroads car house at Turk and Fillmore streets by 12 of the strike breakers who were arrested after the bloody battle on Turk street on Tuesday afternoon.

These affidavits set forth that a number of the nonunion prisoners were beaten, knocked down and kicked by police officers after they had been booked in detainee at the central station in Eddy street on Tuesday afternoon; that they were tormented and reviled by the police, called unprintable names, photographed for the Rogues' gallery and compelled to submit to vilification at the hands of E. H. McCarthy, Cornelius, president of the Carmen's union, who, they stated, was admitted to their cells by the police.

Some of the affidavits also state that the men were given no beds or mats; that they took turns throughout Tuesday night in sleeping on bare benches without blankets, some standing while their comrades reposed, and then changing places with them, and that they were refused food and water by the police.

One of the deponents declares in his affidavit that when he demanded to know on what charge he was detained the police told him "murder"; that in remonstrance he declared to them that he had not fired a single shot, and showed them in substantiation his two revolvers, fully loaded and their barrels clean.

The men claim under oath that each and every act of violence and indignity was perpetrated upon them by the police was wholly without provocation on their part.

The understanding is that these affidavits were secured by President Calhoun for the purpose of presenting them to the police commissioners, and that if no redress is forthcoming the United Railroad will lay the matter before much higher and more powerful officials in demonstration of the real attitude of the police department in the strike.

Sydney Carmen Only Work Eight Hours Each Day

President Calhoun's continued assertion that an eight hour day was impracticable in the street railroad business caused Edward P. E. Troy to write a letter to R. Kneeshaw, traffic manager of the Sydney tramway company, which works its men eight hours a day. The letter was regarded by union men as conclusive proof that Calhoun's contention is false and that the reason he does not concede the union demand for an eight hour day is because it does not suit him. The letter was received yesterday and was taken by Troy to the labor temple. Following is a portion of its contents:

With regard to your question relative to the eight hour day on the tramways here, I have to advise you that all our conductors and men actively employed on the running staff in the transportation branch of the tramways here work more than four or five hours without relief for meals. No difficulty is experienced in relieving the men after about eight hours of work. On the other hand, a half hour after taking up duty, making allowance for meal relief. All men on the permanent staff work for the full six days a week or 12 days per fortnight. The men only work six days per week, and therefore if a man works on Sunday he is "booked off" another day in the week.

On car day an several of the systems is from 10 to 12 hours, which is not to be compared with our service between 1 and 5 a. m. All men working on the morning shift are given relief for a half hour. In addition, men on the afternoon shift are relieved for a half-hour for tea. As far as possible we do not work men more than four or five hours without giving them relief for meals. No difficulty is experienced in relieving the men after about eight hours of work. On the other hand, a half hour after taking up duty, making allowance for meal relief. All men on the permanent staff work for the full six days a week or 12 days per fortnight. The men only work six days per week, and therefore if a man works on Sunday he is "booked off" another day in the week.

While the rates of pay per hour are not equal to those in other cities, it must be pointed out that the cost of living here is not nearly equal to that in San Francisco. The insurance expense is not nearly equal to the suits of uniform free per annum, one overcoat and one suit of clothes every three years, in addition to which they are granted 15 to 18 days holidays on full pay each year.

The total number of cars used on our system is 120. The running of the cars is checked by Bundy time-recorders and all rights are controlled by staff and ticket system. The total number of employees is 4,123, all working eight hours per day for a six day week. The total of passengers carried during 1906 was 145,000,000. The revenue was \$4,220,000. Truly yours, R. KNEESHAW.

Troy commented last night on the letter and said it was proof of his contentions before the board of arbitration whose verdict in the difficulties pending was so unsatisfactory to the union. Troy maintained that the eight hour day was feasible.

Secretary, E. L. Cadwallader, treasurer, T. O'way Sandler, executive committee, Dr. Rosenstirn, H. M. Beatty, Robert A. Ross, J. Emmet Hayden, Major Tilden, Walter MacArthur, Frank W. Marvin, Judge Cope and Rev. George W. White.

The members of the league were too busy settling their own personal disputes to give much time to the discussion of the strike question. Before the meeting adjourned, a resolution was adopted indorsing the steps already taken to end the strike, but at the same time to keep in mind that the constitutional rights of all must be preserved.

City Attorney Burke read the report of the charter amendment committee. It favored the recall system in vogue in Los Angeles, and also that the bonded debt be increased from 15 to 20 per cent. It further suggests that the auditor and treasurer be compelled to file a monthly report of the finances of the city.

Unions in Building Can't Win Strike Trades Told to Obey Law

Strong Resolutions Further Disorders Are Adopted by the Council Not Expected by Chief

At a largely attended meeting of the building trades council, at which P. H. McCarthy presided, last night the following was unanimously adopted: Whereas, the industrial conditions of San Francisco are somewhat unsettled at the present time, on account of the several strikes and lock-outs now in progress in the miscellaneous trades, and because of the intense feeling and erroneous impressions being spread among the masses on the streets and false reports in public prints; therefore be it

Resolved, by the building trades council in regular session assembled, that we hereby instruct the 35,000 members of the unions affiliated with this council to keep their heads cool and mind their own business; and, as good citizens, assist the duly constituted authorities in maintaining law and order in the interest and advancement of true peace and lasting prosperity for our beloved city. We will go along as we have been as long as police protection is required in the interests of the public peace. We will maintain order. The hoodlums in the mob will weary of their shouting and the issues between the union and the company will be threshed out without violence.

"My prediction of Wednesday came true today. I say that there would be less noise and members in today's demonstration, and this proved true. It has been reported to me that but few rocks were thrown and these did little or no damage. Tomorrow there will be still less trouble."

Resolved, that we denounce as utterly untrue all reports circulated by an evening paper to the effect that brick layers, structural iron workers and other trades are going on strike on June 1, and we further desire to call attention to the fact that there is absolutely no foundation whatever for any such report or rumor. On the contrary, the building trades council stands for industrial peace and increased and continued prosperity to the workers of our city, state and nation, and in this connection we would respectfully but emphatically urge upon the construction trades of the present deplorable industrial conditions in this city that they settle their disputes on a basis of mutual respect and without doing additional injury to our city and its people.

Resolved, that we firmly believe that municipal ownership of public utilities should be invoked as the most effective remedy and the readiest solution of the problem caused by the strike and telephone strikes, which today are partially paralyzing the business and industries of San Francisco.

The council indorsed the resolutions adopted by the district council of carpenters on Wednesday night.

A committee from the telephone strikers, headed by Miss Wheeler, was given an audience. The committee asked for moral support and financial aid. The former was given and the committee assured that each union affiliated with the council would be urged to render financial aid.

Strike Breakers Are Moved Under Cover of Night

About 9:30 last night a number of the strike breakers who had been staying at the Turk and Fillmore streets barn were loaded into a closely covered wagon and conveyed to the barn at Oak and Broderick streets. Several policemen accompanied the expedition, which departed so quietly that few persons in the neighborhood knew what was going on.

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Constipation is not only disagreeable—it is dangerous. If allowed to run on and become chronic it will prove the forerunner of sickness and disease. Nature intended that the bowels should move regularly at least once every day and she will not be satisfied with anything less. The delicate stomach and bowels are the keystone of the arch of the human physical organization, and should be kept in normal working order to preserve health. When the bowels become sluggish they require a natural and harmless laxative. Too often they are permanently damaged by powerful drugs taken into them several times a day in the effort to force action. Nature herself has provided her own harmless laxative, the famous Natural Mineral Water—HENYADI JÁNOS—which can be relied on for quick and sure results. One dose of this water (1/2 glass) every day (slightly warmed for best results) will, within an hour, clear the bowels gently and copiously. A bottle costs but a trifle and contains many doses. At all Druggists.

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FOR THE BLOOD, LIVER, LUNGS.

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