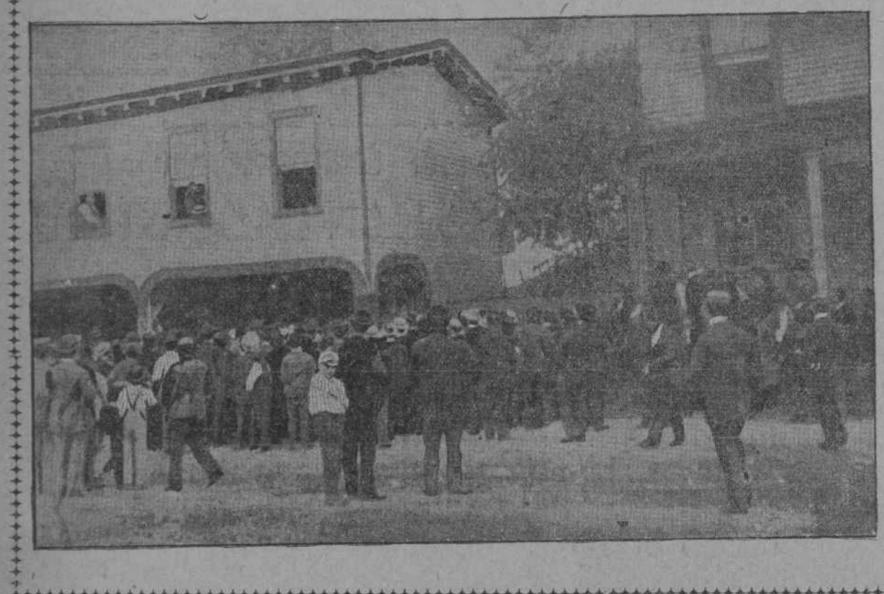


TROLLEY STRIKERS STILL EXPECT TO WIN THEIR FIGHT.



Strikers Listening to President Rossiter on Vernon Avenue.

POLICE CAVALRY HAVE A HOT FIGHT WITH A BIG MOB.

Four policemen, each with a prisoner, had a hard time to keep them from being rescued by a mob at Third avenue and Twelfth street at 7:15 o'clock last evening. This part of Third avenue was filled for several blocks with a crowd which must have contained 5,000 persons—all strikers and their friends.

The four prisoners had been arrested for rioting by Gilhooly and his men, who were in citizen's dress. The four policemen laid about them with their clubs, but were being hard pressed when Roundsman McCorbett and Patrolman Carthy, of the Central Park mounted police, galloped to their help from Fourth avenue.

The officers, after being reinforced, had a stiff fight with the crowd, and finally had to send a message to the rest of the mounted squad, which had come down Fourth avenue. Fifteen mounted men, commanded by Sergeant Egan, soon arrived and enabled Gilhooly's men to take their first four prisoners and four more to the nearest police station.

Egan, Corbett and their cavalry remained on the spot for two hours, galloping through the crowd and chasing them along the sidewalks and up the side streets. There was lively fighting all the while, but at last Third avenue at that point was cleared and restored to something resembling its normal condition.



Police Clearing Obstructions from the Car Tracks. (Photographed for the Journal Yesterday.)

effective work with the least damage. They were all over Brooklyn yesterday, on the cars and in the streets, singly and in pairs, and the pavement not infrequently shook with the tramping of platoons of them. Even the branches of the service were represented; infantry, cavalry and "wheelery."

Almost before a crowd had gathered there was the rattle and bang over the cobbles of a patrol wagon, which would come to a stop in the midst of it, and spew out a score of bluecoats, each with his club up, and ready to use it.

The mounted police flew over the pavements on scout and skirmish duty, and the black-robed bicycle squad whirled in from everywhere.

At the police stations sinister lines of patrol wagons, each with its complement of policemen, and, more startling still, the ambulances to bring in the victims of their charges, stood all day long waiting for summons.

A more disheartening exhibit to anybody meditating violence could not be imagined. The storm centre, what there was of it, was at the Vernon avenue car barns, on Flatbush avenue. Here about the largest crowd of strikers was congregated at Hollinger's Hall. By them passed every car that issued from the adjoining barns.

Not infrequently the escort was declined, the car men declaring their ability to take care of themselves and their passengers. In nearly every case a striker would board the car and try to coax conductor and motorman to leave it. If the police were not handy the motorman's refusal would often subject him to attack. Some were pulled from their platforms, but they were really a police sergeant offered the motorman an escort.

As such car passed out a police sergeant offered the motorman an escort. Not infrequently the escort was declined, the car men declaring their ability to take care of themselves and their passengers. In nearly every case a striker would board the car and try to coax conductor and motorman to leave it.

At the strikers' headquarters on Myrtle avenue the greatest confidence prevailed. The men sitting around there had an explanation for every unfavorable symptom that manifested on the street. They said the swarms of cars on lower Fulton street and on the Bridge represented merely a trick of the enemy, that the cars, while ostensibly starting for the suburbs, were really switched back before they had gone many blocks and made to do duty over and over again in order to impress the people with the ability of the company to operate the line.

They were ready with names of new men who had joined them and anticipated half a dozen contingencies that would make the strike a success. They announced their ability to call out the crews of the elevated trains, but said they did not wish to excite the public that inconvenience unless it were absolutely necessary.

They were confident that if it came to the extreme the Metropolitan employees would strike in sympathy. Against the confidence of the strikers there are a number of facts that can be enumerated. Nearly all the motormen who operated cars in Brooklyn were old employees of the road. Their uniforms were worn and the numbers on their caps were familiar to the patrons of the cars.

It was also noticed that the company had not put on apprentices to learn the trade from these old motormen. That would naturally be the case if the company anticipated a long strike and the need of many new men.

The ability of the Transit Company to furnish even an imperfect service over every one of its lines was another thing that made their cause look darker than described by the confident strikers at their headquarters.

Rossiter Addressed the Men. To-day, according to President Rossiter, all the cars on all the lines will be running. He announced this in a speech to the strikers near the Vernon avenue car barns, and coupled with it a statement that he would hold open the strikers' places until 6 o'clock last night, but that after that their places would be filled and the new men would become permanent employees of the road.

The announcement was received with joyousness and curses, but the strikers, on the contrary, announce that not a single man went back to work because of Rossiter's speech.

President Rossiter told the strikers that Chief of Police Devery had promised full police protection for the cars. And the police demonstration that had already been made indicated that this would be no vain promise.

The strikers interfere with any of the cars to-morrow they will have to fight the police, and if necessary the entire force of Greater New York, an army of 7,000 men, will be poured into Brooklyn to aid the company in its fight against its men.

MYRIADS CAME TO TOWN ON BIKES.

Suburbanites for 50 Miles Rode to Manhattan on Wheels.

How to reach New York was the problem that confronted thousands of residents of Brooklyn and the suburban villages along the north and south shores of Long Island yesterday morning, and they solved it.

Bicycles saved many a man his situation. Automobiles and cabs relieved the anxiety of the business men, and steamboats also took thousands of suburbanites to Manhattan Borough. But the wheel was the poor man's friend.

Long before daylight wheels of every description appeared in Brooklyn and on the Long Island roads. Those living fifty and sixty miles away started as early as 2 o'clock.

On the north shore they came from Flushing, Corona, Oyster Bay, Sea Cliff, Whitestone, Glen Cove, Roslyn, and even as far as Nantuxet.

On the south shore they came from Bath Beach, Coney Island, the Rockaways, the Hempsteads and from as far as Babylon and Shinnecock. Every one of those thousands of wheelmen and wheelwomen was bound for the nearest ferry.

In the ranks of the cyclists were bankers, brokers, merchants, clerks of all sorts, cashiers, typewriters and all classes and conditions of men and women, whose profit or necessity impelled them Manhattanward.

And the wheels! Some of the vintage of 1885 were in the van, and there were even some high wheels that had not seen the light since the safeties drove them from the roads. The tollers due in New York at 7 a. m. had to adopt the first means that presented itself to get them over the water.

The ferry boats that left Brooklyn at 6 o'clock on all the routes were crowded by cyclists. By common consent they avoided the Bridge. Had the Journal's plan for a cycle path across the big structure been carried out the case would have been different, but the wheelmen were in no mood yesterday to trust themselves on a roadway filled with tracks that took up the entire space.

The van guard of cyclists that went over on 6 o'clock boats were but a handful to the vast army that followed. Greenpoint when the second boat was ready to start, the space in front of the ferry house was crowded with more women, girls and their wheels. Back of this concourse was a long line of cabs containing business men, and many of these had to wait until their badges had been taken to the ferry.

Crowds of cyclists and cabs also crossed at the Catherine, Fulton, South, Hamilton and the Thirty-ninth street ferries. It was 9 o'clock before the last of the morning rush was greater, but said the boats between 10 a. m. and 5 p. m. were not more than half filled.

At Bath Beach a thousand business men were pondering how to reach Manhattan yesterday morning when the news spread that an Iron Steamboat was approaching. The boat was filled with passengers before she had been there ten minutes. It was the first time an Iron Steamboat had made a landing at Bath Beach, and the line will continue to send a boat to Bath Beach every morning and evening until the strike ends.

The Evening Journal's "I'll Walk" printed in that paper yesterday was cut out and worn by many of the strikers. At the Flatbush depot news stand hundreds of copies of the paper were bought by strikers and their friends, and the circular badges were cut out and pinned to coat lapels.

The above in big letters on a sheet of brown paper faced all passengers coming to Manhattan across the Bridge. It was hung from a window of a building close to the western terminus, evidently to show the sentiments of the employees within.

NO CARS RAN LAST NIGHT ON THE BROOKLYN TROLLEY ROADS AFFECTED BY THE STRIKE.

NOT a car was running on any of the Brooklyn roads affected by the strike last night. During the day the company managed to run about 65 per cent of its cars. There was some action on all of the lines, but none of them ran on schedule. Service on the old Nassau lines was particularly intermittent.

Grand Master Workman Parsons says the strike is in better condition than ever. President Rossiter declared the strike a failure and announced that all men who did not return to work by 6 o'clock last night would be discharged. He promised that every car would run to-day with full police protection.

One policeman was knocked insensible while charging on strikers at Nostrand avenue. Several motormen who would not leave their cars were mobbed and injured, one at least seriously. In the various small riots that took place in Brooklyn yesterday forty strikers were more or less beaten-up by the night sticks in the hands of the police.

There is little likelihood of a sympathetic strike on the Manhattan side of the river. The police have made about fifty arrests of strikers and their sympathizers for assaulting motormen, interfering with cars, etc. The messenger boy whose skull was fractured in an attack on a car on Sunday, is still alive.

Officials of the Brooklyn Rapid Transit Company flatly refused to consider the Journal's arbitration plan, though the strikers had gladly accepted it. General McLeer had a conference with President Rossiter and Chief of Police Devery last night concerning the possible necessity for the calling out of the militia. McLeer said they were ready if required. The strikers claimed there were a thousand accessions to their ranks yesterday.

ROSSITER SAYS THE "L" ENGINEERS WILL NOT JOIN THE TROLLEY STRIKERS.

I GAVE orders to all the surface roads about 9 o'clock to-night to stop cars at the stables. That stops surface travel for the night. People will not be unnecessarily inconvenienced. The "L" trains running to Coney Island will run until 2:30 a. m. instead of stopping at midnight, in order to accommodate the crowds that went to the beach to-day.

I have been assured that there will be no strike on the Brooklyn "L" roads. The engineers, who receive \$3.50 a day, have said so through Superintendent Edwards.—Statement of President Rossiter.

PINES SAYS 1,000 MORE MEN JOINED THE STRIKERS YESTERDAY; OTHERS WILL TO-DAY.

THIS is the situation to-night: We have gained 1,000 men to-day. We hope to tie up the company tighter to-morrow to-day. To-day from the Flatbush depot the company ran twelve cars out of one hundred and sixty. On the Greenpoint line it ran four out of fifty, and on the Greenpoint cross-town ten out of seventy-two. On the Flushing and Graham it ran twelve out of ninety.

There are now out about 4,500 of the 6,000 men employed by the system. We expect that eventually the engineers, firemen and conductors of the "L" will join in the strike. The tie-up will be tighter to-morrow than to-day, as to-day was tighter than yesterday.—Statement of Jas. Pines, District Master Workman, and executive head of the strikers.

PARSONS SAYS THE ATTITUDE OF THE PEOPLE OF BROOKLYN WILL DECIDE THE STRIKE.

THE position of the strikers becomes stronger each day the strike continues. We are assured of financial aid, which means that we can continue the contest indefinitely. The duration of this strike will depend largely upon the attitude of the men and women of Brooklyn, and its influence upon the city officials in compelling them to see that the ten-hour day law and the speed limit ordinance are enforced.

The men from the beginning have been willing to submit their claims to the State Board of Arbitration. They are still willing to do so. We have advised the men to remain at their homes and keep away from the semblance of violence. I do not believe that Mr. Vreeland will join hands with Mr. Rossiter and, with the aid of the police, seek to crush out the spirit of organization among the railroad employees. Although we shall have a great mass meeting in New York to-morrow night, I do not think that there will be a strike of the Metropolitan Street Railway Company.—Statement of John N. Parsons, General Master Workman of K. of L.

STRIKERS' WIVES URGE THEIR HUSBANDS ON.

Frightened by Threats of the Men, Mrs. Hills Throws Herself Before Hills's Car and Implores Him to Quit.

THE wives of the striking street railroad men are loyally standing beside their husbands, and are an important factor and one not to be lightly disregarded. Their support is given with a fine simplicity. They are not holding meetings, they are not passing resolutions, they are not parading on the streets. Each one says:

"My husband has gone on a strike with the other men. I hope he will win." "The use of this 'he' instead of 'they' is noteworthy. It unconsciously sums up the grounds of their trust.

If they add to this bare statement of belief any argument to prove that their husbands are wronged, they say: "Why, they often go to work before 6 o'clock and work into the night, the shifts being so arranged as to give them no home life."

This is a prime grievance of the wives of the strikers. And they supplement their faith and their reasoning by many quiet but effective methods, so that on every side their influence is felt.

That this quiet trust can, if occasion calls, take a sterner form was shown by the case of Mrs. Agnes Hills, of No. 382 Rockaway avenue. She literally risked her life when she thought her husband's safety was endangered, and stubbornly refused to move an inch, although her husband angrily ordered her to do so and a big crowd yelled excitedly in mingled jeers and encouragement.

And when it was all over and her point was gained, and her husband had left his strike, she hesitated a while before she went home with her, all of the loneliness in her nature at once died away and she was but a weeping and trembling woman.

Charles F. Hills is thirty-nine years old, compactly built, with dark hair and unshining eyes, and a resolute face. He has been a motorman in Brooklyn for five years and became one of the most capable of the great force.

He has been a soldier in the regular army of the United States. He served the flag with credit, being sober and trustworthy. He has been a soldier in the regular army of the United States. He served the flag with credit, being sober and trustworthy.

She is German by birth, and speaks with a quaint accent. Her face and manner and voice are very gentle. She is one of the last women to think of acting a violent part in the midst of a crowd on a public street. Nothing but fear for her husband's safety could have so metamorphosed her.

On Sunday morning Hills was told of the strike. He hesitated a while, but finally decided to go to work. He hesitated a while, but finally decided to go to work.

With her hands demurely folded in her lap, she told of how she again ran to the barns, and of how she breathlessly begged her husband not to take his car again.

Thought They Would Kill Him. "Of course I know now that I might a policeman have called and thus my husband have saved without running out so. But I was so frightened I could only think one thing: They would kill Charles!"

Every American should see Niagara. Only 84 hours by the New York Central.

NO ARBITRATION, SAYS VREELAND.

Metropolitan President Meets State Board and Declares His Position.

WE WALK!

WHY DON'T YOU?

Curtain Down on St. Germain.

Paris, July 17.—M. St. Germain, the celebrated actor, is dead.

New York-Saratoga Sleeping Car.

For the accommodation of New York and Saratoga travelers, the Lackawanna Railroad hereafter will carry a local sleeper, leaving New York at 9:30 p. m. and Saratoga at 6:30 a. m.

There's good news in the "Want" advertisements this morning.

"Waste Not, Want Not."

Little leaks bring to want, and little impurities of the blood, if not attended to, bring a "Want" of health. Hood's Sarsaparilla is the one and only specific that will remove all blood humors and impurities, thereby putting you into a condition of perfect health and strength.

Hood's Sarsaparilla

Never Disappoints

W. C. LOFTUS & CO.,

Sun Building, near Brooklyn Bridge, 1191 Broadway, near 28th St.

Established 1823. WILSON WHISKEY. That's All!

THE WILSON DISTILLING CO., Baltimore, Md.