

MOB VIOLENCE BREAKS OUT WITH THE DESTRUCTION OF THE ELECTRIC CO'S PROPERTY

Street Car Strike Assumes Most Serious Phase When Crowd of Men and Boys Hurl Bricks Through Plate Glass and Other Windows—Mob Finally Disbands at Midnight.

STREET CARS WERE OPERATED YESTERDAY BEFORE NOON

No Signs of Disorder Marked Progress of Cars on Various Lines—More Will Start Out Today—Strike Situation Unchanged.

Mob violence broke loose upon the city last night about 9:30 when an organized gang of young men and boys marched down Patton avenue and attacked the car barns of the Asheville Power and Light company with bricks and stones. Several windows on the Ashland avenue side were smashed, and later the crowd turned its attention to the Patton avenue windows of the company's office building. Here the top lights and one of the plate glass windows were broken. An unknown person on the inside of the building fired five shots, and the crowd temporarily scattered. Seven arrests were made by the police and sheriff's deputies, but the officers for several hours seemed powerless to clear the streets of the lawless element that marked the close of the day with the wilful destruction of the company's property. None of the strikers was seen in the crowds during the night. The destruction of the company's property was being indulged in while wiser counsels at the Central Labor union hall were urging that no violence be resorted to by the strikers or union men.

Under cover of the darkness, a mob composed of about two hundred young men and boys gathered on Ashland avenue last night, and gave vent to their feelings against the strike-breakers lodged in the building of the Asheville Power and Light company, by hurling bricks and other missiles against the sides of the building, practically demolishing all the windows on the lower end of the building. Later in the night, members of this same mob threw a brick through the big plate glass window on the Patton avenue side of the building, smashing a large hole on one corner. Members of the police department, during the rock throwing, made seven arrests, but even this failed to check the spirit of the mob. Several suggestions were made that the police clear the streets, and at 11:45 o'clock, Chief Levery ordered Ashland avenue cleared, and the mob moved to Patton avenue.

From 400 to 500 people were gathered in the vicinity of Patton and Ashland avenues last night from 9 o'clock until 1 o'clock this morning, but the actual mob that added and hatched to the hurling of missiles was limited to 100 or 150 young men and boys, who congregated in the darkness on Ashland avenue, where the absence of lights made their actions almost indistinguishable. The balance of the crowd were spectators. From the shelter of the darkness, the bricks and stones were thrown, and the police had to circulate among the members of this crowd to catch the offenders.

Shots Fired. After Chief Levery had moved the crowd to Patton avenue, bricks were heard striking against the north wall of the company's building and a shout from some of the crowd went up. Immediately following the stone throwing, some one in the building fired five shots, presumably blank. From the ability with which they were discharged, they are supposed to have been fired from an automatic pistol. The effect on the crowd was instantaneous. Some of those who had been making the loudest talk, and doing most of the yelling, were the first to put distance between themselves and any possible danger. Later they congregated again, and remained in an ever decreasing throng until 1 o'clock, when the last of them left for their homes.

Not a striker was present in the crowd. Under orders of the officials of the local union, all the street cars were sent home early last night and went to bed. Most of the union men of the city were at the big union meeting at Central Labor hall, and those that did come down to the scene of the excitement later took no part in the demonstration. Four cars were operated from 11 o'clock yesterday morning until midnight last night. These cars were all manned by strike-breakers and accompanied by policemen and special officers in anticipation of the operation of cars. Chief Levery ordered

STRIKERS ISSUE STATEMENT ABOUT STRIKE SITUATION

Answer Company's Statements and Urge Friends to Respect Law

PRESENT ANOTHER TABLE OF WAGES

Declare They Are Still Ready to Submit All Differences to Arbitration

President Z. C. Fisher, of the local street car union, together with the executive committee of the union, yesterday prepared a statement for publication, setting forth in detail the position of the men in the present strike and answering the published statement of the street railway officials. It follows:

"We fully appreciate the fact that the public are most vitally interested in and affected by, the existing controversy, and to the court of public conscience, we now appeal.

"We appreciate any and all violence, injury, disorder or bloodshed, and we disavow it, and will continue to disavow it, and we hereby most earnestly appeal to all our sympathizers and friends, and to the citizens generally, to refrain from any act of violence or disorder.

"Any fair plan of arbitration will be satisfactory to us and we submitted to the company for the purpose of settling disputes that there should be selected a board of arbitration composed of three disinterested persons, one to be chosen by us, and the two thus selected to select a third arbitrator. In consideration of such arbitration, that we agree to perform our labor and use our influence and best endeavors to promote and advance the welfare and property of the company.

"This offer, we are still willing to stand by and perform at any time, and the company in proper writing, we will at once receive work for the company. Recognizing that it might take some days or weeks for the arbitrators to make their decision and it would not be fair to the public for us not to resume work until the award was made, we hereby again state that we will work pending such arbitration, and will then stand by the arbitrators. Is not this fair and just?"

"We have been, are, and will be peaceable and law-abiding citizens of western North Carolina and we are willing to compare our records as such with the records of any and all strike-breakers brought here to supply our places.

The management of the railway company through the newspapers, has set forth the scale of wages in various towns, but it will be observed that they only mention southern towns. They also state that the motormen and conductors are better paid in Asheville than in any city of its size in the south. Why did they omit from their table Shreveport, La., a city about the size of Asheville, where the wages for the motormen and conductors are from 21 to 24 cents per hour? We submit herewith a table of wages paid street railway employees in various cities of the nation, most of them about the size of Asheville and many with a much less population.

City	Population	Wages per hour, etc.
Shreveport, La.	25,015	21 to 26
Columbia, S. C.	22,016	22 to 26
E. Liverpool, O.	10,287	25 to 29
Gilkeyton, Tex.	16,781	20 to 25
Hoover Valley, Pa.	21 to 28	
McDonaldville, Pa.	27 1/2	
New Castle, Pa.	16,789	24 to 28
Port Huron, Mich.	18,863	25 to 28
Wheeling, W. Va.	41,441	22 to 27
Ypsilanti, Mich.	25 to 30	
Pottsville, Pa.	15,889	22 to 25
Meriden, Conn.	37,248	24 to 27 1/2
Roma, N. Y.	10,287	24 to 26 1/2
Omaha, Neb.	10,000	24 to 28 1/2

day morning started swearing to special officers. He commissioned about a dozen officers yesterday, and will probably commission a large number in addition today.

Manager Plummer announced yesterday that cars would be placed in operation as far as possible until a regular schedule is again in effect.

Official Statement. "We have anxious for protection for our men and property," said an official of the electric company last night, "and if it is not fully forthcoming there will be no other recourse but to protect ourselves. We have asked for that protection to which every American citizen is entitled and which the constitution of the United States guarantees. In times of threatening riot or disorder it is clearly within the province of the police and other officials to keep the streets clear when mobs begin to form. Last night's destruction of property would not have been possible if Ashland avenue had been cleared earlier in the evening. We were practically terrorized by the young hoodlums who seemed to defy the police. I know that the best element I count the labor union men will not sanction last night's lawless work. We again appeal to the mayor and all his forces to give us that protection to which we are entitled."

Cars Start. Promptly at 11 o'clock yesterday morning a street car, manned by strike-breakers and guarded by special policemen and deputy sheriffs, issued from the car barn, and proceeded to Park square, where it was switched onto the Hillmore line. Fifteen minutes later two more cars were sent to the square, similarly guarded, and with officials of the company to show the new men the routes, they were taken over the Marion avenue and Hillmore lines. By 1 o'clock the fourth car was added to the string in operation and General Manager Plummer had announced that that more cars would be operated day by day until the regular schedules are gradually resumed.

No demonstration greeted the appearance of the cars on the square. A crowd of perhaps two hundred people were gathered on the square, but no attempt at a demonstration was made. The crowd stood around, aside for any developments that might occur, but the presence of the extra policemen had a salutary effect on the crowd and they stood quietly while the cars were switched back and forth in their trips over the various lines.

No Surprise. The appearance of the cars manned by strike-breakers created no surprise. Shortly after the arrival of the 10:30 train from Selkay, a work car, guarded by policemen and carrying about thirty strike-breakers, came up from the depot and went to the car barn. In anticipation of the arrival of the train, Chief of Police Levery had a guard of policemen and special officers on the station and in the vicinity of the car barn.

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