

CARS START; CITY IS QUIET

Extra Policemen on Duty—
About 30 Arrive on Train,
and Are Quartered in
Car Barn.

'MOVE ON' ORDINANCE
SAID TO BE ACTIVE

But Crowds Congregate—Some
People Patronizing Cars—
—Mass Meeting Cal-
led for Tonight.

"We the undersigned citizens of the city of Asheville, feeling ourselves fully interested and sorely grieved by the present standstill of things in the city because of the continuance of the strike, and desiring in a good measure with the men because of their demeanor and seemingly fair proposals to arbitrate their differences with the company, do herewith declare it to be our wish to have a meeting of the citizens of Asheville to better determine the public sentiment on the question, and to use the force of public sentiment, for its settlement, if possible, and with such views and disposition herewith call a mass meeting of the citizens of Asheville to meet at the Auditorium at 8 o'clock p. m., April 30, 1913."

The following communication was sent the mayor yesterday by the Power and Light company:

"We are reliably informed that a large quantity of intoxicating liquors has been ordered shipped to Asheville by express and freight and to be delivered within the next few days, and that a quantity of such liquor is now in the city. Owing to the disturbances which occurred on the streets of the city on last Sunday and to the fact that many of the persons participating in such disturbances were intoxicated, we feel it incumbent upon us to notify you of these facts so that you may take such steps as may be necessary and lawful to prevent the delivery of such intoxicating liquors to any person in the city of Asheville or in the county of Buncombe."

Begin Swearing in Special Officers.
 Chief Lively began about 9 o'clock this morning to swear in his special officers and to give them instructions. The first batch consisted of about a dozen. These he put in charge of regular officers and stationed them at various places. A half dozen men were sent to the station in an automobile to meet the train from the east, which arrived shortly after 10 o'clock and on which it was expected there would be a small number of strikebreakers. Chief Lively stated that he anticipated no trouble at the station. Another detachment of officers, regular and special, were sent to the car barn; still others were dispatched about the square and on the streets in the center of the city. The chief's instructions to the regular as well as to the special officers were that no crowd was to be allowed at any place; that the people were to be told to "move on" some time, and if they did not obey they were to be placed under arrest and taken to headquarters; the men were also instructed to make arrests of those who were heard making threats or were disposed to encourage turmoil or trouble of any kind. He told the officers that they were not expected to take any insults from anyone.

While the streets had been comparatively quiet during yesterday, people began to congregate in the afternoon and by night there were several hundred gathered closely together on the square and talking earnestly in low tones. So far as could be heard there were no threats; and there seemed to be an absence of any definite purpose in the gathering. Most of the people look as if granted that the company would attempt to operate their cars this morning. Some were of the opinion that the strikebreakers were already in the city, or the greater part of them; others that they would come in on train No. 21. A large percentage of the people on the square were courtyards; and the number increased during the fore part of the night. The question that was constantly asked and which no one tried to answer with certitude was, "What is going to happen?"

There was evidently some planning done by the people as to what course of action would be followed in case any should be taken, if the company attempted to operate the cars, but it was done with great secrecy and no leadership seemed to have developed. Last night Chief Lively gave his men instructions that today they would permit no crowds to congregate on the square and streets, but the people were not interfered with last night, and they really seemed to be no reason why they should be. At the Asheville avenue entrance to the car sheds there had gathered before the recently erected barricade a crowd which fluctuated in number from about 25 to probably 100. Captain Fred Jones of the police department was stationed at this place; but he was not called upon to enforce ordinance. The people seemed merely curious. Beyond peering between the pillars of the gates in effort to see what might be going on inside, they did nothing.

A more or less regular schedule was maintained on the Fillmore and Grace lines during the afternoon; and there were some passengers. After the first few trips had been made, one car registered six passengers and another eight. While the cars were on the square a startling wagon would be driven around them; and at other times the dust required that the square be sprinkled frequently. This kept the people moving and around the iron of Alderman Fitzpatrick, who ordered the driver to stop. The driver, however, said he had been ordered to keep the dust down by Captain Ford and he expected to do it until he was likely to "make the people mad" if they had to move so much; and that they were not doing any harm. He complained to Chief Lively.

A rather amusing incident occurred this morning when some lady mistakably went down Park street knowing "The Land of the Free and the Home of the Brave" on a corner. Some laughter was also caused when a well-dressed woman shouted instructions at the car employees.

No special detection or patrols have been seen to date this morning. Sheriff Williams has issued appropriate orders to his deputies.

At 1 o'clock today General Manager H. W. Plummer of the Asheville Power and Light company made the following statement, with reference to the resumption of street car service:

"We are running four cars and do not expect to gradually resume service, so far as I have learned there has been no trouble, and I have no idea that there will be any to which the law-abiding citizens would in the slightest degree give their sanction of course."

"If any lawless element should start something there may be trouble for somebody, as the city and county authorities seem to have affairs well in hand."

General Manager Plummer stated that no cars would be operated after night today.

At 11:15 o'clock today the Asheville Power and Light company ran their first car by strikebreakers out of the barn, and 15 minutes later two more cars, making what might be called demonstration trips—two men, being shown over the line—came to the square, whence one proceeded toward Grace and one toward Fillmore. There was no demonstration on the part of the people, although there were several crowds and in some places the sidewalks were jammed by the curious. There was not even any shouting when the cars started or when they left the square. Two cars made the round trip and then started on another, at which time there was some shouting.

About 10:45 o'clock some 25 men, supposed to be strikebreakers arrived from the station in a work car and express car, which had left the barn a short time before manned by shop men and carrying several officers. General Manager Plummer and R. M. Jones, Chief Lively had sent a squad of officers to the station and the strikebreakers were allowed to board without being molested. The car was run into the barn, also without being molested, and the men were given a meal before taking the cars out.

As to the New Men.
 General Manager Plummer told a reporter that he would send out one car. In it were three or four men, would send out another and another. He did not know when he would begin to maintain the regular schedule. He did not know how many men he had, he stated; nor did he know where they came from. He said he had simply wired for men and they had come. The first car to leave the barn manned by the strikebreakers was a work car. In it were three or four men, presumably strikebreakers, other than those operating the cars, several policemen and deputy sheriffs. This car proceeded down the French Broad avenue line. The other two cars which came out later, were similarly loaded. No passengers attempted to board the cars on their first trips.

At the Car Barn.
 At the Asheville entrance to the car barn were about 100 people, probably 25 per cent. of them were more boys. Many of them sat on the bench across the street waiting for the cars to come out. A few were looking through the palings of the gate. No one made any attempt to get in. A dozen officers were inside, both policemen and deputy sheriffs. A few officers were outside with the crowd. One young man made some remarks to the effect that "scabs should not be allowed to come and take honest men's jobs. A vice and order head gave him some kind but plain advice and he subsided. The crowd remained after the work car had gone out, but after the two passenger cars had gone out, the greater part of the crowd followed.

The company's building and the car shed are well equipped for taking care of the men. General Manager Plummer showed a reporter how things had been arranged for them. On the ground floor are tables, which will seat about 40 men. Here, too, were three gas ranges, and preparations for a meal were going on. On the second floor of the building were many cots, orderly arranged. The new men were walking about with the deputies, policemen and other employees of the company so that it was impossible to tell how many there were.

Call for Mass Meeting.
 That the people of the city are becoming much concerned over the strike situation is somewhat out of evidence on account of the hour-to-hour news that has been issued in favor of the resumption of a mass meeting tonight at the Auditorium—the call is