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A CAR RUN WITH TROUBLE.

SERIOUS OBSTACLES IN GRAND STREET.

AN ARMY OF POLICEMEN CALLED OUT—LITTLE RIOTING, BUT MUCH SHOUTING.

It has been many years since New-York has witnessed such scenes as were enacted along Grand and Desbrosses sts. yesterday. For hours those streets were practically in the hands of a howling mob, and probably only the firmness and moderation of the police prevented an open riot. The Dry Dock, East Broadway and Battery Railroad had determined that it would run a car over its tracks at all hazards, and the striking employes were equally determined that this should not be done. Early in the morning crowds, consisting principally of strikers at first, began to assemble about the company's stables in Grand-st. As the day advanced the crowds increased, until Grand-st. from the East River to the Bowery was lined with men and women. The police had received an intimation that there was likely to be trouble, and Inspector Steers with a squad of 120 men, taken from the down-town precincts, was at the stables early. Captains Petty, of the Thirteenth Precinct, Allaire, of the Tenth, Meakim, of the Fourteenth, McDonnell, of the Eighth, and Eakins, of the Fifth, through which the Grand Street line runs, had their reserves posted in a sort of skirmish line all along the route, and the crowd was kept in pretty good order for the most part.

Not until about 11 o'clock were there any riotous demonstrations. At that time President White, of the Dry Dock line, told Inspector Steers that he intended to run a car over the Grand Street line. Mr. Steers said he would see that the car went through. At 11:10 car No. 155 was hauled out of the stable. It was driven by Receiver John Brodie, and a man named Odell acted as conductor. Four stalwart policemen guarded the driver and conductor, and escorted by a squad of twenty policemen under the command of the Inspector, the car started. A howl went up from the crowd, and a shower of missiles fell upon the policemen. Inspector Steers was cool and gave his orders like a man who meant business. Captain Petty, after cautioning his men to use the club as sparingly as possible, charged the crowd and drove them back. Slowly the car made its way up Grand-st., the throng, which by this time numbered thousands, hooting and yelling and occasionally throwing a stone or brickbat at the little squad of policemen surrounding it.

PILING OBSTRUCTIONS ON THE TRACK.

Just before reaching Goerck-st. car No. 18 of the Forty-second Street Line was met. The mob seized it and in a second had it swung across the track. A dozen policemen caught hold of the car and righted it, and the Grand-st. car went on. Midway of the block were a number of trucks and before the car reached them they had been formed into a barricade. The police attacked the obstruction vigorously and soon had a passage open. By this time both sides began to get their blood up and the number of women on the street noticeably diminished.

Inspector Steers had telegraphed for assistance and the reserves from all the stations soon began to arrive. At Lewis-st. the police had again to act as sappers and miners and clear the track of piles of coal, trucks and other obstacles. No sooner was one barricade demolished than another appeared. Cars were upset; wagons and trucks disabled and turned over. After half an hour of hard work East Broadway was reached. It was found that the switch-plate had been removed, and the attempt to make the run was abandoned. When at 11:35 Brodie unhitched his horses and put them on the other end of the car a yell of triumph went up from the crowd. No obstructions were placed in the way of the car's return.

Meantime a steady stream of policemen was pouring into Grand-st., and when, a little after 12 o'clock, Superintendent Murray arrived to take command, all of the reserve sections were ready for duty. Joseph O'Donnell, Andrew Best, James Cunningham and other members of the Executive Board of the Empire Protective Association went among the increasing crowd and used every effort to prevent acts of violence, though they expressed a strong determination to prevent the running of a car. The people gathered in the greatest numbers about Grand st. and the Bowery. The police arrangements here were weak, and less than a dozen bluecoats were to be seen between the Bowery and Allen-st.

A SECOND ATTEMPT TO RUN A CAR.

After a cessation of hostilities for two hours, President White applied to Superintendent Murray for sufficient police protection to carry a car over the line. A squad of 100 policemen with drawn clubs was formed across the street; then followed car No. 155 with Driver Brodie and Conductor Odell, guarded by four big policemen on the platforms and twenty others on each side. Mr. Murray, in full uniform, followed with 150 men. The whole of Grand-st. was jammed with people. Some timid shopkeepers had locked their doors and put up their shutters. Nearly every window was crowded with spectators, and the elevated railroad stations at Allen-st. and the Bowery were filled. The police arrangements seemed to cow the throng at first, and when at 2:30 o'clock the car started they confined themselves to yelling with an occasional shower of stones that did little or no damage. The police marched steadily on. The crowd scattered before them, and while there were occasional barricades, no serious trouble was met until Allen-st. was reached. Car No. 125 of the Second Avenue line had just turned from Chrystie-st. into Grand when a shout went up from the crowd: "Take out your horses." The driver hesitated, and then unhitched his team and took them to a place of safety. In a moment the car was placed across the street, obstructing both tracks. William Marke, one of the leaders of the riotously disposed men, was caught by Officer Smock, of the Tenth Precinct, and taken to the Eldridge Street Station.

This seemed to be the signal for general activity, and a rush was made for the Bowery. Car No. 143 of the Third Avenue road had just reached Grand-st. The crowd surrounded the car and forced the driver to unhitch. To upset the car was the work of a moment, and then attention was given to car No. 82 of the Third Avenue line on the down track. The driver of this car was also induced to take his horses away, and over that car went. The glowing coals in the stove set fire to the car and an alarm was sent out which summoned three engines and two hook and ladder trucks. In a short time long lines of cars were stretched along the Bowery in both directions. These, with a good sprinkling of trucks and the fire apparatus, and all the spaces filled with a struggling mass of men, boys and policemen, made a block which it seemed impossible to break.

ARRESTS BY THE POLICE.

While one portion of the mob attended to the effectual blockade of the Bowery another started toward Broadway. The first vehicle met was Fourth Avenue car No. 58. The driver unhitched his horses and the car was left on its side in the middle of the street, across both tracks. Cars Nos. 100, 141, 61 and 7 of the same line met with the same treatment. During the formation of the blockade at the Bowery, Sergeant Dahigren, of the Tenth Precinct, arrested Heyman Berlath, of No. 604 Grand-st., and Officer Kinney, of the same precinct, captured William Charlton, of No. 723 Seventh-ave. They were both taken to the Essex Market Police Court. During the attack on the Fourth-ave. cars Officer Fitzpatrick arrested John J. Soyden, who was inciting the crowd to riot. When car No. 61 of the Fourth Avenue line was overturned, Officer John D. O'Brien, of the Fourteenth Precinct, arrested Alexander Kenney, of No. 504 East Sixteenth-st., one of the leaders. The crowd tried to rescue the prisoner, but the officer used his heavy club and saved the prisoner.

While these things were going on the procession headed by Inspector Steers was making slow but steady progress toward the scene of the disturbance. They were followed by a howling mob, and had to make frequent stops to clear the streets. When they reached Allen-st. a Second-ave. car turned into Grand-st. It was here that the first real fighting took place. The police under Captain Allaire and Roundsman McSweeney made a dash for the car as they saw a movement toward it on the part of the rioters. These were too much for them at first and captured the car, half swinging it out into the street directly in the way of the Grand-st. car. Their victory was short-lived, however, for Inspector Steers's men reinforced Captain Allaire and he charged on the crowd. The heavy clubs fell thick and fast and the crowd gave way. The street was cleared, but at Chrystie-st. the crowd made another stand and endeavored to prevent the removal of more Second-ave. cars which had been thrown across the street. Again clubs were used freely. The waiting-room of the Tenth Precinct Station was converted into a hospital and the injured men taken there.

An ambulance was called from the Gouverneur Hospital and Dr. Aspell, the ambulance surgeon, has his hands full. He operated on Michael Herrmann, age forty, with no home, who had two scalp wounds; Barney Sladon, age twenty-one, Russian, a brass finisher, of No. 52 Allen-st., two scalp wounds; William Haynen, age twenty-one, of No. 45 Union-ave., Brooklyn, a slight scalp wound, and a young man, age twenty-three, who refused to give his name, but said he lived at No. 100 Washington-st., and whose head showed evidence of having met a night-stick. Barney Garvey, age sixty, of No. 242 Monroe-st., was knocked down and trampled on by the crowd, and Mrs. James Mason, of No. 204 Spencer-st., Brooklyn, was also knocked down and injured internally. They were both taken to the Gouverneur Hospital.

CLEARING THE BARRICADES.

After the fight and the defeat of the rioters, Inspector Steers's command attacked the block on the Bowery. Cars were lifted bodily and taken off the track, trucks were removed and men and boys were hustled unceremoniously aside. In an incredibly short time a passage was made and the critical point was passed. Although the crowd were in a measure dismayed by the result of the struggle they jeered and howled, and an occasional stone showed that they had not given up the fight. After crossing the Bowery little trouble was experienced for a time. The Fourth-ave. cars were lifted up easily by the front rank of policemen. By the time Centre-st. was reached the mob was running a block in advance of the approaching car. The sidewalks were packed. Knights of Labor were gesticulating violently, and runners went ahead to stop the cars on intersecting tracks and barricade the Grand Street road. At Allen-st. a stone crashed through the windows of car No. 155. An effort was made by those in advance to bring the cars in Broadway to a stand at Grand-st. before No. 155 arrived, but their signals were not at first understood or heeded. A Bleecker-st. car stopped at the shout, but when the driver saw that no one intended to get on he started again. Before another car came the police arrived.

The efforts of the strikers had the effect of stopping other cars as they approached Grand-st. One of the Knights of Labor, in a brown coat and a rusty Derby hat, the crown of which was broken in, called to the drivers of the cars as they approached. After a short conference the men would wind the reins around the brakes and step down from the platform. In ten minutes a dozen Broadway cars had collected on each side of Grand-st., and in ten minutes more the line stretched up and down the street as far as the eye could reach. The passengers remained in cars patiently for a time. Trucks and vehicles filled up the street until the whole space between the curbstones was a tangle of carts, express wagons, etc. The sidewalks were crowded and the windows of business houses in the neighborhood were filled with faces. The drivers collected in groups and discussed the situation.

THE RETURN TRIP.

Car No. 155 continued on its way along Grand-st., and a similar scene to that in Broadway was enacted at the junction of the Sixth, Seventh, Eighth and Ninth Avenue car lines. It reached the end of its route, but the return trip was found full of difficulties. Most of the cross-tracks were blockaded and the policemen had to seize the cars bodily that blocked the way and lift them from the track. When Broadway was again reached the mass of vehicles was crowded into a barricade that seemed impassable. The crowd cheered and the Knights of Labor looked triumphant. Mr. Murray, after taking a survey of the situation, set a squad of fifty stout policemen at work forcing back the obstacles. Half an hour was occupied in clearing a passage, but when a Pullman Broadway car was lifted from the tracks by a score of big policemen and Grand-st. car No. 155 passed through the opening the crowd gave another shout, this time for the police. A sergeant and a dozen members of the Broadway squad were left at Grand-st. and Broadway. They could make little headway in clearing the street, but half an hour later the man in a brown coat and Derby came back and told the drivers that the matter was settled and they could go to work again. Shortly after 4 o'clock the block was broken and the Broadway lines were again moving. The Sixth, Seventh, Eighth and Ninth Avenue lines were blocked for half an hour and the Broadway cars for two hours. The University Place line was able to keep moving without any prolonged delay.

Captains Meakim and Allaire took charge of the crowd at Grand-st. and the Bowery after the Grand Street car had passed westward, and with all the men that could be spared went to work to clear away the jam. Guards had to be left on the cars which had been deserted by their drivers to prevent the mob from turning them over again. The policemen, assisted by the drivers and conductors, after an hour's hard work succeeded in getting the blockade straightened out. The crowd made no attempt to interfere with the work.

The news of the trouble quickly reached the offices of the Fourth and Third Avenue roads and Superintendent Robertson, of the Third Avenue, and Superintendent Skitt, of the Fourth Avenue, hurried downtown. Their energy and experience did good service in restoring order. President Lyon of the Third Avenue road, was also on hand. He said to a TRIBUNE reporter: "The Mayor should have the riot act read. The city is responsible for all the damage done, else we wouldn't be obliged to pay taxes. I have done everything for my men that I can do. They are not dissatisfied and if they join in their fight through sympathy with the strikers I do not see what I can do."

About 3:45 o'clock car 155 was sighted by the crowd at the Bowery and a rush was made toward Broadway. Despite the efforts of the police car No. 141 of the Fourth Avenue line was again overturned, but it was quickly righted and there was no serious obstruction until the Bowery was reached. Just at the Bowery a big paving-stone went crashing through one of the few unbroken panes of glass in the car. On the east side of the Bowery the track was blocked and the car had to be lifted around the block. The rest of the trip was made slowly, as so many obstructions had to be taken from the tracks, but the stable was reached in safety. After an hour's steady work the cars in the Bowery were in good running order. About 6 o'clock Captains Allaire and Meakim began to clear away the crowds from the corners and when the shop girls began to make their way home all was quiet.

SUPERINTENDENT MURRAY'S STATEMENT.

Superintendent Murray returned to his office about 6 p. m. Then he looked tired but triumphant. To a group of reporters he said:

"I have had a most difficult task to perform, but I think there has been no failure. The New-York police have done what the Chicago force failed to do in a recent car strike in that city. We have run a car of the Grand Street line over the road from one side of the city to the other, in spite of the opposition of the strikers. When Inspector Steers informed me that more help was needed in Grand-st., I called out the off-platoons in all the precincts. By 12:30 p. m., we had about 750 policemen at Grand-st. and the East River. The officers of the railroad company asked me if I could assist them in running one car over the Grand Street line. They said it was necessary for the protection of their charter to make every possible effort to accommodate the travelling public on the several lines. I said the police would undertake to preserve the peace and protect a car for a round trip through Grand-st. to the Desbrosses Street Ferry and return. Joseph O'Donnell, chairman of the executive committee of the Knights of Labor, warned me that such an attempt would be resisted by the strikers and their friends. He said it would be folly for the police to undertake to protect a car in Grand-st. I said it was my duty to comply with the demand made by the railroad company for protection. About 2:30 p. m. a car was started from the stable. Inspector Steers was sent in advance with 100 policemen to keep the street as clear as possible. Previous to that 500 men had been stationed along the route from end to end, lining the street on each side. I had 150 men under my immediate command, surrounding the car. Almost from the beginning of the trip we encountered difficulties. A howling mob of several hundred men followed or preceded us and pressed in upon the police lines. The cars of other railroads crossing or running through Grand-st., were turned about or upset on the tracks. Trucks and carts were upset and left on the tracks also. Some of the trucks had their wheels taken off. Loads of coal, sand and stones were dumped on the tracks also. Cars of the Second Avenue and Fourth Avenue lines were abandoned in strings on the Grand-st. tracks. The car which the police guarded had to be taken off the tracks several times in order to get it around the obstructions. Stones were thrown by the mob at intervals. At Grand and Eldridge sts. the stone throwing was particularly annoying, but none of the policemen received any injury so far as I have been able to learn. One man tried to hit me with a stone, but his head was split open by a policeman's club, I am told. All along the route storekeepers hissed the police. On the way back from Desbrosses-st. less opposition was encountered, except at the Bowery, where stones were thrown from the elevated railroad station. It was necessary to send policemen up and clear the station platform. I do not apprehend any trouble to-night, but to-morrow we shall run another car over the Grand Street line if necessary."

SCENES AROUND THE CITY HALL.

City Hall Square was the scene of considerable excitement at intervals during the afternoon, especially when the commission hours began. Persons who did not know of the blockade at Grand-st. and who wanted to take up-town cars collected in groups on the street and near the starters' boxes and wondered why the cars did not come. Finally a policeman forced his way into the crowd and told them that there was a riot up-town; that the cars were all stopped, and if they wanted to get home they had better take the elevated road.

Groups of men, whose weather-beaten faces plainly marked them as car-drivers, gathered at intervals along Park Row and when a Fourth Avenue car came down to the switch in front of the Post Office at 3:40 o'clock, they crowded around the driver, stood in front of his horses, so that they could not move, and they tried to persuade the driver to tie his reins around the brake and leave his car. Not being successful in this, the crowd jeered him and loud threats were made as to the treatment that he would receive at Grand-st. As the car started up-town the men followed it, attended by a horde of small boys who mocked the conductor, registered fares and rang the signal bell; and when he tried to chase them from one side, another crowd from the other would ring up a half a dozen fares before they were driven off. None of the passengers interfered; they seemingly took the side of the strikers. For forty-five minutes not a car passed the City Hall in Park Row and it was not until 4:25 o'clock that a Third Avenue car, No. 40, came in sight. It was driven rapidly toward the switch and on its arrival there the strikers crowded around. Several of them spoke threateningly to the driver and when he finally got his horses changed he tied up the reins and said: "Somebody else'll have to take this car up-town; I won't." A faint cheer greeted the announcement; and the driver and conductor both stepped from the car. At this juncture a Broadway policeman whispered to the driver. The fellow shrugged his shoulders, sullenly returned to his car and started his horses. The strikers followed in a body and the car was stopped every half block; but it finally disappeared down Chatham-st. At 4:15 o'clock a number of Fourth, Lexington and Third Avenue cars appeared and in a few minutes Park Row was blocked with them. The Third Avenue and Lexington Avenue cars extended to Chatham Square. It took nearly half an hour to get them running regularly.

WHAT WILL TO-DAY BRING FORTH?

All kinds of rumors were floating around during the day as to the action of the executive board of the Empire Association. It was generally supposed that all the lines would be tied up this morning in order to enforce the demands of the Dry Dock men, and the drivers all professed themselves willing to go out if it was so decided. The executive board was in session until a late hour this morning, but the decision that was arrived at could not be learned.

A prominent member of the Empire Protective Association said last night: "It is shameful that the police should be employed to serve the interests of a corporation like this in resisting the just demands of the men. In case an effort is made to-morrow to run another car it will be met with the same obstruction and it may be that the result will not be so harmless as the crowd may be in an uglier mood.

HOW THE BROADWAY CARS WERE STOPPED

SINGULAR ANTICS OF A MAN WITHOUT AUTHORITY.

The farcical element was not lacking in yesterday's stirring incidents. A man either drunk or moved by idiotic impulses succeeded in completely demoralizing travel on the Broadway Surface, the Broadway and Seventh Avenue and the University Place lines for about two hours in the afternoon. There was practically a "tie up" for that space of time on those lines. Shortly after 4 o'clock a well-dressed man, tall, portly, good-looking and wearing a blonde mustache approached the stables at Seventh-ave. and Fiftieth-st. which is used in common by these three lines. At that time a car was just beginning a trip, bound first, as is customary, for the northern terminus of the lines, Seventh-ave. and Fifty-ninth-st. Several passengers had been transferred to it from a car which went no further than the stables.

"Tie-up," said the stranger speaking in a loud tone and with an air of authority, "tie-up, I won't let a car leave those stables." The passengers, most of them ladies, took alarm and immediately left the car.

"Show me your authority," said Frank Sanford, who acts as starter for the three lines, "and if the committee have ordered a strike it will be all right." Sanford spoke in conciliatory tones, but the stranger would not be conciliated.

"It's none of your business what my authority is," he said, "you've got to tie up." Then raising his voice he shouted: "Tie up, boys; tie up." The drivers were excited. They had heard rumors of a general strike to be ordered all day long. The powder train was almost laid. It only needed a spark to send it off. The stranger supplied the spark. The drivers about the stables didn't stop to question his authority. They took that for granted. They "tied up," and many of them went home. The man walked slowly down the avenue keeping in the centre of the street. He stopped every car he met and told the drivers to "tie up" as soon as they got to the stables.

"All right," responded the drivers, nothing doubting that the stranger was speaking with authority from the Empire Protective Association. The stranger had a note-book in which he entered the number of each car he stopped. He moved slowly, often stopping for several minutes. He was not at all abashed by the attention that he had excited. He had abundance of audacity. He went on unchecked stopping car after car in rapid succession for nearly an hour. He began to swell with a sense of his own importance and his manner grew more authoritative. Meanwhile messengers had been sent flying in all directions for the Executive Committee of the Empire Protective Association. It was found that nobody had authorized a strike. The railway officials were in a bad humor for it was a costly sort of sell for them. At Broadway and Seventh-ave. Detective Reilly, of the Twenty-second Precinct, put a stop to the wild career of the man by arresting him. He gave his name as Patrick J. Walsh, and said that he was an insurance agent, and lived at No. 710 Seventh-ave. He admitted that he had no authority for what he did and excused himself on the plea that he had been drinking. He looked badly frightened when the reporter saw him.

"I didn't tell the men to tie up," he said, "I merely told them that they had better tie up."

Members of the Executive Committee of the Empire Protective Association visited him and said that they did not know him.

ACTIVITY OF KNIGHTS OF LABOR.

PROPOSING CONDITIONS UNDER WHICH WATER WORKS MAY BE BUILT.

RACINE, Wis., March 4.—A number of labor strikes are threatened at this place. Racine has a population of 21,000 and almost if not quite 100 factories, including in the list the works of the J. I. Case Threshing Machine Company, with its varied side issues—such as the plough works—as well as wagon shops, tanneries, M. M. Secor's trunk factory, the Racine Woollen Mills and scores of other industries. Dependent for their daily bread thereupon there are 4,200 mechanics whose wives and children are as much interested in the wage question as are the workingmen. A few days ago the men employed in Case's blacksmith shop struck. This had the effect of shutting down the entire plough works. Mr. Case said to-day: "I do not know what the outcome will be. No scale has been agreed on and there may be trouble. I told my men plainly that if they raised much more trouble I should close up the works. If they press me too hard, I said they would have to take the business themselves and run it. I have already lost $500,000 or $600,000 in the plough company and I will not lose any more. The situation is strained and alarming."

As an illustration of the position that the Knights of Labor in the place are taking in the municipal affairs of Racine which relate to the wage-working population of the place, it may be said that there is a proposition before the City Council made by an Eastern company to erect water works. On Monday night the German Assembly of the Knights sent a communication to the Council bearing on the subject. In it they resolved to aid and insure the establishing of the improvement under the following conditions:

1. That men employed in manual labor must be Racine citizens.
2. That the eight-hour labor system must be enforced.
3. That the wages paid to the men must not be less than $1 50.

ITALIAN SLAVE LABOR IN CHICAGO.

SERIOUS CHARGES AGAINST A CONSUL IN CHICAGO—HE ANGRILY REFUSES AN EXPLANATION.

CHICAGO, March 4 (*Special*).—Agostino Sciutti, the representative in Chicago of the Italian Government, became angry to-day when informed of the contents of a dispatch from Washington concerning the extent to which the padrone system is practised in the United States, and particularly in the West and in Chicago. The dispatch gave the utterances of Signor Eliso Cesar Moreno, who purposes to bring the matter to the attention of the House Labor Committee. Signor Moreno alleged that Consul Sciutti was in the business of letting out Italian slave labor. He said that in 1883 Sciutti offered to contract with him to furnish 5,000 Italian laborers for work on a Kansas railway, charging $2 a head for the men, thus realizing $10,000 by the deal. When Sciutti was informed of this charge to-day his wrath knew no bounds.

"It is a miserable lie," he declared. "I do not know the man. I never saw him, and I never was engaged in such a business."

"Do you know whether the padrone system is practised here?"

"I know nothing. This man is trying to put a calumny on my shoulders. I am not responsible to him for what I do, nor to any one else except my own Government. If I have in any way violated the laws of this State or country, why am I not arrested? I refuse to acknowledge any responsibility to this man Moreno."

He refused to discuss any of the allegations as to the existence of the padrone system here.

MANUFACTURERS ORGANIZING.

PROVIDENCE, March 4 (*Special*).—Recent aggressive action on the part of the Knights of Labor has put the entire body of Rhode Island textile manufacturers on the defensive. To-day a formal meeting was held at which every textile manufacturer in Rhode Island was represented and they each and all pledged themselves to the extent of 5 per cent of their respective pay-rolls for the purpose of defending their interests. The sum thus pledged amounts to about $1,000,000.

SPRINGFIELD, Ohio, March 4 (*Special*).—Excitement over the dismissal of several hundred Knights of Labor by the Champion Harvester Works continues. The number of men now out at the East-st. reaper works and the Champion Malleable Iron Company is over 1,000. Hundreds of strikers crowd the railroad depots all day to meet awaiting men coming in from neighboring cities and request them to leave Springfield until the troubles are over. Amos Whitely, president of the Champion Machine Company, has taken the same vigorous stand against labor unions as his brother, William S. Whitely, who is at the head of the East-st. reaper works. T. V. Powderly, master workman, Knights of Labor, will be called in as arbitrator.

DEPREDATIONS BY MASKED STRIKERS.

NEW-ORLEANS, March 4.—The employes of the shops along the line of the Texas and Pacific Railroad, in Texas, have been on strike for some days. This afternoon the receivers of the road filed a petion in the United States Circuit Court setting forth that "last night a party of armed, masked and disguised men entered and took possession of the shops and round-house at Big Spring, Tex., took the locomotives to pieces and committed other depredations on the property of said railway company," and asking for instructions and protection. Judge Don A. Pardee issued an order authorizing the receivers to suspend the running of trains.

WAYLAID AND HURT BY STRIKERS.

ST. LOUIS, March 4.—The wire mill in Twenty-first-st. was last night the scene of a conflict between strikers and non-strikers that resulted in the injury of two men and the arrest of four. As the hands were on their way home from the shops they were waylaid by a half a dozen strikers. John Howard and Mike Fleming were injured, and their cries summoned police officers. The strikers were pursued and four of them arrested.

TROUBLE AT THE McCORMICK WORKS ENDED.

CHICAGO, March 4.—Fully 800 men were at work in the McCormick Reaper Works this morning. The strike is considered at an end.

BILLS IN THE NEW-JERSEY ASSEMBLY.

TRENTON, N. J., March 4 (*Special*).—The Assembly this afternoon passed a bill to appropriate $60,000 for the construction of a new Soldiers' Home. A bill to prohibit non-residents from raising or gathering oysters in New-Jersey occasioned a long debate and was finally recommitted to save it from defeat. The Jersey City Bridge bill was about to come up, when its friends, fearing defeat, after filibustering for some time, succeeded in adjourning the House until Monday night.

HIS ACCOUNTS SHORT $112,000.

INDIANAPOLIS, March 4 (*Special*).—Suit has been brought in the Superior Court against the bondsmen of I. N. Patterson, the former treasurer of Indianapolis, for the recovery of a deficiency of $112,000 in his official accounts. One of the bondsmen is John J. Cooper, the Indiana State Treasurer.

LON BAIRD WAS MURDERED.

HASTINGS, Neb., March 4.—It now transpires that Lon Baird, brother of ex-Congressman James Baird, who was reported to have been killed at Albuquerque on Saturday last by a passing train, was murdered and robbed of a considerable sum of money and his body placed on the railroad track.

KILLED BY THE INDIANS.

TUCSON, Ariz., March 4.—Don Carlos Vilasco, editor of *El Fronterizo*, of this city, has received advices from Sonora of the killing by Apaches near Eumpas, Montezama district, of one American and one Mexican and the wounding of an American and a Mexican.

RICHARDSON DRIVES A CAR.

TRYING TO BLOCK ATLANTIC-AVE.

THE BROOKLYN POLICE OUT IN FORCE—EFFORTS TO OBSTRUCT THE TRACKS.

The promoters of the strike which began on Wednesday night on the roads of the Atlantic Avenue Railroad Company in Brooklyn realized yesterday morning that they had made a mistake, and ignoring the fact that it was in reality an effort to aid the strike in this city on the roads in which President William Richardson is interested, a formal statement was sent to him by the Executive Committee of the Empire Protective Association, demanding that no men in the company's employ work more than twelve consecutive hours, with half an hour for dinner, and that the wages be $2 a day for conductors, drivers, watchmen, truck-drivers, $3 50 a day for horseshoers, $12 25 a week for stablemen and hitchers, and $1 25 a day for tow-boys. Other provisions related to the number of "trippers," and the final clauses of the demand were as follows:

That the company shall furnish free all supplies necessary to run the cars. Cars to be cleaned inside and outside by others than drivers and conductors, who shall not be held responsible. That "excuse" blanks shall be abolished and the power to excuse be left to the employer in charge when said excuse is asked for, and the same power be given to the employer in charge to allow them to go to work. That Joseph Hull, transfer agent; Benjamin Hendrickson, foreman; Samuel Coleman, starter, be reprimanded for using abusive language to the men, and be cautioned against repeating such abusive language; violation of this section to be considered good and sufficient reason for their discharge. The removal of Starter Jackson at the New-York and Brooklyn Bridge is demanded. That drivers shall not be required to hitch or unhitch horses, but that changers shall bring out the horses. That no employe shall be discharged for belonging to any organization or for taking part in the present difficulty; all discharges subject to investigation by the executive board of the Empire Protective Association.

The demand was accompanied by a letter stating that the Executive Committee were the only persons Mr. Richardson could deal with in the matter and that he could answer by messenger or in any way he saw fit, but the committee could not go to his office. Mr. Richardson sent this terse reply:

I desire to suggest a much shorter and more explicit way of presenting your demand. It is this: That you demand the resignation of the president and directors of the A. A. R. R. Co. of Brooklyn, and that hereafter its railroad lines shall be in charge of and its business controlled by "The Executive Board of the Empire Protective Association of the State of New-York."

The Executive Committee in response "demanded" the resignation of the president and directors "for the benefit and convenience of the patrons and citizens living in the vicinity of the Atlantic Avenue Company's roads." Meanwhile Mr. Richardson had perfected his plans to run a car over his main line, saying that he would do it if he had to drive himself. He visited Police Headquarters early in the afternoon and had a consultation with Commissioner Carroll, Superintendent Campbell and Inspector Mackellar in regard to police protection along his road in Atlantic-ave. Shortly afterward orders were sent out to the First, Third and Tenth Precincts to assemble their reserves and the mounted squad at Flatbush and Atlantic aves. The 13th Regiment Armory was made the place of rendezvous. The number of men massed here was about 100, the patrolmen under command of Captains Campbell, Leavy and Jewett, and the mounted squad under Sergeant Johnson.

About 4 o'clock the police moved to the stables of the Atlantic Avenue Company, at Third and Atlantic aves., and Inspector Mackellar took command. Several thousand persons had assembled at this point. Conspicuous among them were many of the striking conductors and drivers. Several of the leading Knights of Labor were active among the strikers and advised that no overt action be undertaken. But their words were not sufficient to control the crowd, and derisive shouts and yells greeted the officers of the company and the police. A few minutes after 4 o'clock the police cleared the way in front of the stables and the doors were swung open. Beside the driver of the car which came out stood Mr. Richardson. There were policemen within and on the rear platform, but no conductor was seen. The cries of the crowd were redoubled as the car appeared. It passed over the switch and was headed for South Ferry, Sergeant Johnson riding in front and five mounted policemen on each side, while men on foot were outside of them to keep back the crowd, all having their clubs ready for use. The sidewalks and all of the street outside the lines of police were packed with people.

When the car had gone about fifteen feet down the avenue a large truck filled with men and bearing the name of Charles Ziegler was driven on the track and stopped in front of it. The police rushed to the heads of the horses and forced the obstruction out of the way. The car then went forward followed by an army of persons, but no further difficulty was encountered until just below Clinton-st., where barrels of ashes were rolled from the sidewalk in front of the car and had to be removed. At South Ferry the car was switched to the up track and started on its return trip. At Hicks-st. a "bob-tail" car of the Crosstown Road came on the track in front of the Atlantic Avenue car. Efforts were at once made to use it to block the other. A gang of men seized it by the forward end, lifted the fore wheels off the track and turned the car partly around. Some one cut the traces and the police were crowded away from around it. They made repeated efforts to get it back, but failing in that, it was finally run off the track and left up by the curbstone, while Mr. Richardson and his car went forward. Meantime a truck, bearing the name of E. H. Dougherty, of No. 3 Front-st., got on the track in front of the car, and the driver refused to turn off into Henry-st. Sergeant McNamara jerked his horses' heads around and with the use of their clubs the police compelled the driver to get out of the way. The same truck returned to the track again at Boerum place, and the police got in it and drove the men off with their clubs. While they were clubbing the driver Sergeant Masterson ordered the police to desist as the man said he would obstruct the road no more. No other serious attempts were made to hinder the car, the force of police overawing the crowd, and it went as far as the Long Island Railroad depot and then returned to the stables. The police made only two arrests and in the main the great throng was orderly. It is estimated that fully 10,000 people were in the street, and that one-third of them were in front of the stables. After the car had been put back in the stables, the policemen dispersed the crowd, the mounted men riding behind men on foot and driving them back upon the sidewalk.

Simultaneously with this successful attempt at running a car by Mr. Richardson, his son, the secretary of the road, and Vice-President Frost, who had gone to the stables at Fifth-ave., and Twenty-fifth-st., made an effort to start a car there, partly to draw the attention of the body of strikers to that point. About 4 o'clock a car set out driven by Robert Wilson and with a conductor named Moore. Mr. Frost was on the platform and had to show the driver how to manage his brake. Captain Murphy and ten policemen were on hand. The car had only gone a few feet when a florist's wagon was driven in front of it and some old rails were placed upon the track, together with marble mantels, gravestones, and blocks of uncut marble and granite, forming an impassable obstruction. As soon as the car stopped the horses were unhitched and led away and the driver and conductor were hastily taken off the car. The conductor was knocked down, but not seriously hurt. One of the horses was also knocked down. Captain Murphy stepped off the platform of the car and ordered his men to use no violence, despite the fact that stones were thrown at them. The car was then put back in the stables. Two other unsuccessful attempts had been made to start out cars with the same driver and conductor earlier in the day.

Mr. Richardson said to a TRIBUNE reporter: "I made up my mind to run a car and show the public that I was prepared to fulfil my contract with it. This strike was wholly due to my action in New-York, and there I only performed my official duty as an officer of the road, which I could not have neglected without being guilty of the most abject cowardice. As chairman of the Executive Committee of the Dry Dock, East Broadway and Battery Railroad Company, I was the acting president in the illness of the president. We had practically granted the demands of the men, and then they made further demands and ordered a strike. I think that the men will accept the $2 for a day of twelve hours and let the officers of the companies manage the incidental details. If this is not done all the companies of the two cities must unite for the maintenance of their rights. This is as good a time as any for the settlement of the question whether property is worth anything to those who own it, or whether the reign of communism in this country has begun."

At the headquarters of the strikers it was said that they purposed to remain out until all their demands were complied with. The best of order prevailed among them, and at Moore's Hall, where the meetings were held, it was decided to impose a fine of $5 on every striker who appeared there drunk. The Empire Protective Association sent a dispatch to Governor Hill saying that no cars had been run on the Atlantic Avenue Company's roads and requesting the presence of Railroad Commissioner O'Donnell in Brooklyn to take steps to annul its charter.

The only arrests reported were of Charles Hopkins, age twenty-four, a conductor, who was charged with obstructing the track in Atlantic-ave., and John Donnelly, age twenty-seven, of No. 526 Lorimer-st., a driver on the Crosstown Road, who was charged with driving his car off the track in Atlantic-ave. in order to obstruct the track. At Fifth-ave., and Ninth-st. preparations were made by the strikers to obstruct any cars in Fifth-ave., the tracks of which are crossed by those of the Jay and Smith Street line, by holding each car of the latter line at the crossing until the following one came, and then letting it go on, keeping the Fifth Avenue line blocked all the time.

The Empire Protective Association sent another message to President Hazzard, of the Brooklyn City Railroad Company yesterday, stating that a committee would wait upon him; he waited for them, but they did not appear. This is the second time he has been served in this way.

A committee of car-drivers called on Mayor Whitney and urged him to approve of the ordinance passed by the Aldermen on Monday requiring all drivers to be licensed after April 1. He promised to consider it.

At a late hour last night no further attempt had been made to run cars and no violence on the part of the strikers was reported. The strikers held a meeting at their headquarters, Fifth-ave. and Nineteenth-st., where speeches were made by several walking and talking delegates of the Knights of Labor. At the headquarters of the Empire Protective Association the executive committee was in session during the evening, and it was said that the subject under discussion was the advisability of ordering a general strike on all the roads. A member of the association said that no conference had been held with Mr. Richardson because he had refused one. It was not thought likely that the trouble would be settled to-day. Some of the officers of the Atlantic Avenue Railroad Company said that if the demands of the strikers were complied with so far as they related to the discharge of some of the men employed, they would resign.

In Fifth-ave., last evening the car tracks between Ninth-st., and the Greenwood stables were blockaded at intervals with barrels, heaps of lumber, signs, etc., and bonfires were started by some of the strikers. Mounted Policeman Hubert Duffy while riding at a gallop at Atlantic and Flatbush aves. early in the evening, met with a fall by which his legs were badly crushed by his horse. He was removed to his home, No. 262 Greene-ave.

For public accommodation while the strike lasts the cars on the Jay, Smith and Ninth Street Road will be run all night at hourly intervals.

A SMALL RIOT ON A NORTH RIVER WHARF.

A body of Knights of Labor at 3 o'clock yesterday afternoon marched down to Pier No. 3 North River, where four men, three of whom belonged to the organization, were employed in discharging the cargo of a barge which was laden with coal for the Steam Heating Company. The body of Knights asked the four men to quit work. The three men who belonged to the society immediately stopped work and came ashore. The other man staid on the barge, but as the deputation insisted, he finally yielded. The superintendent of the company, upon hearing of the strike, sent eight men down from the works to take the place of the strikers. A large crowd had by this time collected on the pier, and as the men walked down the wharf they were greeted by howls and cries and finally by a volley of sticks and coals.

In the meantime the captain of the precinct had started with a squad of policemen for the scene of the trouble. As the policemen appeared on the pier, they were received with cheers and howls by the mob. The police immediately began to disperse the crowd. The men who had been sent down to take the place of the strikers were standing on the edge of the wharf, and as the crowd swayed in their direction, one of them stepped back and fell into the slip. The cry of "man overboard" was immediately raised. As the man came to the surface a line was thrown to him and he was pulled up, rather wet, but otherwise none the worse for his bath. The crowd was then driven from the pier without resistance. The men who had been sent down to unload the barge went to work, and the crowd slowly dispersed.

DITCHING AND ROBBING A TRAIN.

VICTIMS STRIPPED OF THEIR CLOTHING—A WOMAN IN A SHEET.

EL PASO, Texas, March 4.—A freight train on the Mexican Central Railroad in charge of Conductor Nari bound north, was ditched and robbed at Kilometre, north of San Francisco Station, on Tuesday night, by a band of sixty Mexican outlaws. The train consisted of seven cars, which were all ditched