

750 Policemen Force a Blue Car Through.

TRACKS BARRICADED.

A Tie-up on Every Road in the City Ordered for To-day.

Groups of the striking employees of the Dry Dock, East Broadway and Battery Railroad Company, looking less stalwart and formidable without their big wipers, which they had taken off because of the sunshine, strolled leisurely along Grand street yesterday morning toward the office of the company, at the foot of the bustling thoroughfare. They wanted to see the company try to run a car across town through Grand street. Many of the groups disintegrated and disappeared behind the doors of Grand street saloons and eating houses, so that when Inspector Steers and Capt. Petty, with about 180 policemen, appeared in the neighborhood they found only about 200 strikers on the sidewalks.

Superintendent White told Inspector Steers that, to avoid possible legal difficulties, the company would make an effort to run a car over the line. The strikers and their sympathizers, and the idlers of that region, got into this about 10 o'clock, and streams of men began pouring from eating houses and saloons. Car 155 was driven out of the stables at Corlears and Monroe streets at 11 o'clock by Reeler J. D. Brodie, who in peaceful times takes the money collected by the car conductors. He is a slim, gray-eyed, grumpy-looking man, with brown hair whiskers. Inspector Steers stood beside the driver, and four policemen were on the rear platform.

The car turned into Grand street, on the way to the eastern terminus, about two blocks from the stables, and, like a big magnet, drew at least 500 people after it. The police charged the crowd, and drove them westward about a block. There was no clubbing, as the police were instructed to refrain from it. The crowd retreated good-naturedly.

Just as the car started out of the stables, a group of men, some of whom were strikers, began obstructing the tracks. Green car 9 of the Forty-second street line was turned crosswise on the track at Lewis street by a score of muscular fellows amid shouts and laughter. A brewery wagon was overturned, and a load of empty beer kegs rolled over the street; wacans were turned around at Cannon street, and a green car was laid violently on one side at Georck street; six other cars of the green line, deserted by their drivers, were stretched at all angles with the sidewalks across the street; coal carts emerged from side streets, and became unaccountably stalled on the tracks, and succeeded in getting along only as they were pushed or pulled by the crowd. Men and boys rushed from all directions into Grand street with lumber, barrels, curbstones, and bricks and piled them across the tracks; a big load of marble was among the many things dumped in front of the advancing car. At the East Broadway junction the switch plates were taken up.

The advance of the car was only to Lewis street, where it was stopped by a crowd of men. The order was given to turn the car back. The frightened horses were hitched to the other end of the car and urged toward the stables. There was a mighty sound of voices that was part shout and part jeer, and was no doubt heard across the East River. The car driver, very pale, was hissed continually by the crowd that gathered around the car as it was taken into the stables. All this occurred within forty minutes.

ALL THE POLICE RESERVES CALLED OUT. The directors of the company had formally notified the police that they intended to run cars through and wanted protection, and that they would spare no outlay to serve the public and stood ready to hire drivers and conductors at \$4 a day for twelve hours' work with thirty cents for dinner. After the first experiment Inspector Steers told the superintendent of the company that the force of police he had was insufficient to cope with the track obstructions, and that if the superintendent desired to run a car the reserves probably would have to be ordered out. The superintendent said the company had determined to run a car. Inspector Steers made an effort to bring about some sort of agreement between the company and the strikers. He went out and got Joseph O'Donnell of the Executive Committee, and the two went up to the Superintendent's office. Mr. O'Donnell said he could not guarantee that the strikers would not be a member had done toward an agreement. He promised, however, to caution the strikers against using violence of any kind.

Inspector Steers sent word to Superintendent Murray that his force was inadequate, and that the strikers would not be ordered out of the reserves, 750 strong. The foot of Grand street was their rendezvous. A crowd of men, some of whom were strikers, gathered around the car as it was taken into the stables. All this occurred within forty minutes.

Mr. White informed Superintendent Murray that he had started a car. Two green cars, Nos. 40 and 25, had been in the street suddenly on their sides across the tracks and were sent forward to light them and put them back on the rails. As they did this the crowd of strikers on the sidewalks of the Grand street terminus within ten blocks of the ferry set up a hissing that would have melted a thousand rattlesnakes.

Every of the Thirty-second precinct stood beside the driver to encourage him. Nobody evinced an intent long to be a passenger. The progress of the car to the starting place was slow, and it was not until it had reached under Inspector Steers, stretched across the street in front of the car, two platoons flanked it and six more followed it. Superintendent Murray ordered the little regiment to march at 2 1/2 o'clock.

The crowd on the street ahead of the car began to manifest signs of activity. Attempts were made to run trucks from the side streets into the main street. Women in window blinds advanced guns, and a man in a window threw a brick. The crowd on the sidewalk was so dense that it was impossible to pass through it. The crowd on the sidewalk was so dense that it was impossible to pass through it.

CHANGING THE CROWD. The police chief, in a desperate effort to break the force of the crowd, ordered the car to be driven back to the stables. The crowd followed the car, and the police were unable to disperse them. The car was driven back to the stables, and the crowd followed it.

CHARLES A. MERRILL OF THE EXECUTIVE BOARD OF THE EMPLOYERS' ASSOCIATION. He is a man of middle age, with a serious expression, and is dressed in a dark suit. He is standing in a crowd of people, and is looking towards the camera.

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canal, and westward through Vestry to Greenwich, and north through Greenwich to Desbrosses.

ANOTHER FRONT COMING BACK. The car reached the Desbrosses street ferry at 3 1/2 o'clock. The horses were hitched to the car, and the police guard proceeded east. The crowd on the sidewalk was so dense that it was impossible to pass through it.

CLUBS RECALLED AT THE BOWERY. The Bowery clubs were called out to help the police in dispersing the crowd. The clubs were not successful, and the crowd remained in the street.

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Mr. Purdy's guarded utterances, the confidence of the morning of the strikers' notice yesterday will result in the arrest of the men named in the warrants, wherever they may be found. It is a general tie-up of the city that they will not attempt to run cars, but that will be a long time.

CASUALTIES AND ARRESTS. The Edridge street station for a time resembled a miniature hospital. As soon as the crowd was dispersed, several of the strikers were taken to the hospital. One man was injured by a brick thrown at him, and another was injured by a stone thrown at him.

DEACON RICHARDSON MANAGES TO GET ONE CAR THROUGH. Deacon Richardson, a prominent member of the strikers' union, managed to get one car through the street. He was accompanied by several other strikers, and they were able to clear a path for the car.

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EXCITING DAY IN BROOKLYN.

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AN ULTIMATUM FROM CHINA.

ALLEGED DEMAND FOR INDEMNITY FOR THE ROCK SPRINGS OUTRAGE.

Threatened to Collect the Indemnity from American Citizens. The Chinese Government has demanded that the United States pay an indemnity of \$250,000 for the Rock Springs massacre. The Chinese Government has demanded that the United States pay an indemnity of \$250,000 for the Rock Springs massacre.

WASHINGTON, March 4.—The *Critic* tonight publishes a sensational story in relation to our troubles with China. It says: "The Consul-General of China at San Francisco is Col. Bee, a very able and shrewd man, who possesses the profoundest knowledge of the Chinese language. His investigation of the Rock Springs massacre showed that it was a cruel outrage perpetrated by white men, whom he supposed to be Americans, upon an inoffensive people. His report was forwarded to the Imperial Chinese Legation here, and transmitted to China through the proper channels. The instructions the Chinese Minister received from his Government were startling. He was directed to demand from the United States the total disavowal of the affair, the condign punishment, capitally, if killing could be proved against individuals, and a pecuniary indemnity to the sufferers for their losses, to be paid by the United States. This was the ultimatum. If the United States refused to comply with the demands, the President was to be informed that the Chinese Government would immediately proceed to collect the indemnity from American citizens in business in the Imperial Territory, and withdraw the protection from them, which meant that they would be notified to leave China at once."

"Simultaneously with this, information was received from the State Department from a confidential source in London that the Chinese Government would immediately proceed to collect the indemnity from American citizens in business in the Imperial Territory, and withdraw the protection from them, which meant that they would be notified to leave China at once."

It is also reported to persons high in position in the Department of State that the Marquis Tseng was persuaded to take this course, and that he had been authorized to commit against his permit without any attempt being made to prevent them or punish those who openly avowed their participation in them. It was also reported to persons high in position in the Department of State that the Marquis Tseng was persuaded to take this course, and that he had been authorized to commit against his permit without any attempt being made to prevent them or punish those who openly avowed their participation in them.

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