lice Headquarters late on Sunday night:

"We'll have merry hell here in the morning."

The cars on the various lines were supposed to start at 7 o'clock in the morning, and the crowds, bent on mischief, but fearful of the guns of the soldiers, and more fearful of the police clubs, gathered at a respectful distance from every one of the depots. As the police didn't raid them and the soldiers didn't charge on them, they kept inching up and inching up. In the first two hours there was not a depot in the city where the policemen didn't have a tough job after the crowd began to inch. Raid after raid was made everywhere. At Fifth avenue and Twenty-third street the militia marched on the crowd, and a man named Andrew Brown was jabbed with a bayonet. At Halsey street and Putnam avenue the police had half a dozen encounters with the crowd, which gathered in the vacant lots and threw stones at the cars. In Bergen street, near Vanderbilt avenue, there were several disturbances. There were others at Greene avenue and Sumner avenue, and a motorman was whipped. At Troy avenue the cars of the Sumner avenue line were stoned and the windows broken, and time and again the police had to charge.

WIRE-CUTTING SPREADS.

At Patchen avenue and Gates avenue a wagon full of patrolmen and non-union men was met by a mob of a hundred or so, who rushed up, seized the wheels, and deliberately turned the wagon over, dumping out its load. Then they ran away before the policemen could get at them. By far the most serious damage that was done during the day, so far as the railroad company was concerned, was the cutting of wires. On Third avenue, from Forty-eighth to Fifty-second street, the strikers cut down all the feed wires, and effectually tied up the Third avenue road, on which the company had intended to start some cars. On the Fulton street line wires were cut in several places; also on the Gates avenue line, and on several of the other lines. Every wire that was cut tied up a good portion of a road, and it took a long time to make repairs, as the wires were cut in so many places. This was the excuse offered later by the officials of the railroad company for not having run more cars.

About 6:30 P. M. the feed trolley wire on the Bergen street line was cut at a point about midway between Rogers and Nostrand avenues. Policeman Collins was on the front of a Bergen street car going in the direction of Rogers avenue at the time, and seeing four men running off through the vacant lots, jumped off, and drawing his revolver, pursued them. He caught one man, but whether he was one of the fugitives could not be positively ascertained, as he was standing in the lot when the policeman collared him. The prisoner was taken to the station, where he gave the name of Edward Dugan, aged 32 years, of 1,505 Dean street. He is a striking motorman on the Sackett street line.

Motorman W. Goldulvey of the Atlantic avenue line while on his way home last night in Troy avenue, near Atlantic, was attacked by three men and badly hurt.

Policeman Charles McCue of the Tenth precinct was attacked while dispersing a crowd in Vanderbilt avenue, near Bergen street. Some of the members of the Twelfth Regiment came to his assistance, and Thomas Larkin, aged 24, of 259 Third avenue, one of his assailants, was arrested.

A SHOT FROM THE TWENTY-THIRD.

At 10 o'clock a man stepped out of the big crowd in front of the stables at Fifty-eighth street and Third avenue and threw a stone through one of the windows in the stable.

It fell among the soldiers of Company I of the Twenty-third Regiment and started them quickly to their feet. They rushed for the door to chase the strikers, but before they could get out of the stables the guard fired at the stone thrower, who got away unhurt. Then the soldiers in a few minutes dispersed the crowd, which was quite anxious to quit when the shot was fired.

CAN'T GET THE MEN.

Lewis and Norton Confess Inability to Operate Their Lines.

The boast of the street car companies that they would open all of their lines the moment they got sufficient protection was not made good yesterday, and during the day only one new line was opened by the Brooklyn City and none was opened by the Atlantic Avenue Company; though on the lines that had been previously opened more cars were run than had been run on any other day. It was announced by the officials on Sunday night that cars would be run until midnight, but they were stopped on all lines as early as 9 o'clock, probably because of the trouble out in Gates avenue. It transpired during the day that Mayor Schieren had notified the companies that they must immediately make an effort to resume traffic on all of their lines. The Mayor said himself that he had so notified the railroad Presidents on Sunday.

"They have not complied with your order," said the reporter.

"A reasonable time must be allowed for preparation," replied the Mayor.

During the day the Mayor was back and forth between his office and the headquarters of the Second Brigade in the Hall of Records several times. He would give no information whatever regarding his conferences with Gen. McLeer.

SCHIEREN REPORTS TO M'ALPIN.

At noon the Mayor telephoned to Adjutant-Gen. McAlpin, who is in Albany. He told the Adjutant-General that everything was quiet and that his reports were that additional cars were being manned hourly, and that probably all the lines in the city would be in operation to-morrow. Again at 4:30 he telephoned the Adjutant-General, and said that he thought the prospects of trouble were slight. He was asked whether he considered the military force on hand sufficient, and he said he did. He said he thought that the presence of the soldiers would guarantee peace.

President Norton of the Atlantic avenue road was asked after the Mayor had made this statement to Gen. McAlpin whether, in his opinion, the military protection was sufficient. He said he thought it was, but he wouldn't be surprised if the mobs needed a lesson before they understood that the soldiers were around to preserve the peace. He was asked why it was, if he had the men he said on Sunday he had, that is, enough to start all his lines, he did not go ahead and start them. He said:

COMPANIES CAN'T GET MEN.

"Because we can't keep all the men we get. We send men out and the strikers succeed in getting some away. That makes it necessary to send a lot more, and more even after the second lot. We have hired twice as many men as we need to run all our cars. We will have all our cars running within a day or two, when experienced men that we have engaged out of town, and who cannot be induced by the strikers to leave, arrive here. Some are coming in all the time. We have to-day seventy-five cars running. The total number of cars operated on all our lines is 170."

The representative of President Lewis of the Brooklyn City Railroad admitted yesterday for the first time that the company did not have enough men to operate its lines. The excuse was the same as that offered by President Norton, that men had been gotten away, either peacefully or had been driven away by intimidation. For the first time since the strike began the main offices of the Brooklyn Heights Railroad Company in Montague street were closed up early last night, and President Lewis and his associates, it was said, had gone elsewhere to deliberate on the situation. There were two private detectives on guard outside the building and two others inside. One of the detectives explained to a reporter that threats had been made to blow up the building with dynamite.

Vice-President Winker of the Brooklyn, Queens County and Suburban road would not discuss his failure to open the lines that he promised on Sunday night to open. These lines were the Reid avenue, the Ralph avenue, the North second street, the Broadway, and the Stone avenue lines. All were to be in nearly perfect operation. A few cars only were run on the Broadway line, and fewer were run on the Lexington. None was run on the other lines. The cars that were run carried very few passengers.

STRANGE ACTION OF ALDERMEN.

Ordinances Clearly Meant to Embarrass the Companies—Are the Police in Sympathy with Strikers?—Many Complaints.

Brooklyn's Board of Aldermen and Board of Supervisors took occasion yesterday to show that they joined with the other officials, including the police, in sympathizing with the strikers. The Board of Aldermen had a meeting in the afternoon, and the matter of the strike was the first thing taken up. Alderman Cohn offered a long preamble and resolution, the object of which was to punish the railroad companies by making it impossible to get the men necessary to open the lines and break the strike. It wasn't very plain, but this, the reporter was assured, was its object. Another Alderman offered as a substitute the following:

Whereas, By section 1 of Article V. of chapter 707 of the Laws and Ordinances of the city of Brooklyn for the years 1888 and 1889, it is provided that no person shall drive any railroad car while carrying passengers in any of the streets of the city unless he be 21 years old, a resident of the State one year and of the city for four months, and unless he shall have obtained a license from the Mayor for such purpose, under penalty of $25 fine for every such offence, said fine to be recovered from the owner of such railroad or from such driver or both or either; and,

Whereas, Since the passage of that ordinance the motive power of the various lines of surface railroads in operation in this city has been changed from horses to electricity, requiring the service of skilled workmen for the proper and safe operation of said cars through the public streets; therefore, be it

Resolved, That no motorman shall operate any trolley car while carrying passengers in any of the streets of this city unless he be 21 years of age, a resident of the State one year and of the city four months, and unless he has obtained a license from the Mayor for such purpose, under a penalty of $25 for every offence, to be recovered from the owners of such railroads or cars.

This resolution was promptly passed, and then Alderman Gilfoyle bobbed up with this one:

Whereas, The present difficulty between the railroad companies and their employees has placed the city under great expense in maintaining the police force and the militia, the preservation of the lives of the citizens and the property of the railroad companies; and

Whereas, The $20 license fee now paid by the companies is inadequate to meet the expense; therefore be it

Resolved, That the Senators and Assemblymen from this county be requested to have the charter of the city amended so as to provide for a license fee of $100 for each and every car.

CITIZENS WANT THE CARS RUN.

This was passed, too, and then Alderman Gilfoyle presented a petition signed by sixty citizens, who kicked because the cars hadn't been running and because the police had been used to protect the property of corporations. The petitioners respectfully prayed that "your honorable body take such measures as shall immediately compel said companies to operate the usual number of cars on all the lines or else request the Attorney-General to commence proceedings for the annulment of their charters."

Accompanying the petition was a resolution directing the transmission of a copy of the petition to the Attorney-General, with a request from the Board that immediate action be taken thereon. This resolution was adopted as promptly as the others had been. The passing of these resolutions, which of course were all intended to embarrass the railroad companies, was all the business that the Board transacted at the meeting.

The Board of Supervisors contented themselves with passing a resolution sympathizing with the strikers. The resolution which the Board of Aldermen passed requiring a residence in Kings county of four months and a license, was originally passed in 1889 for a purpose similar to the one that brought it out yesterday. There was a strike on the Atlantic Avenue Railroad then, and Deacon Richardson, who was running the road, was endeavoring to get men just as President Norton and President Lewis are endeavoring to get men now. He took them from everywhere. That strike was compromised, and so far as could be ascertained yesterday the ordinance was never strictly enforced. The Aldermen say it will be this time.

If the Mayor signs it and there is any power to enforce it, the trouble that President Lewis and President Norton have had in getting men won't be a marker to the trouble they will have. It is pretty certain that there are not enough experienced motormen in Brooklyn outside of the strikers to operate one-half of the cars that the railroads ordinarily operate.

POLICE SYMPATHY.

Besides the evidence of sympathy given by the Board of Aldermen and the Board of Supervisors, some members of the police force yesterday showed their sympathy with the strikers. George Kelly of the Seventeenth precinct went aboard of one of the Fulton street cars and guarded the motorman through one trip. When he got back he told him he wouldn't do any more of that kind of work. Capt. Gorman ordered him to go ahead and do as he was told. Kelly said he wouldn't. Of course the Captain had to take his shield away from him and send him to the station house. Policeman Bennett of the Eighteenth precinct got pretty drunk and got looking for trouble. He said he was with the strikers. He was taken to the station house and was relieved of his shield.

WRITING HOME.

The police made their first defence to the charge of undue sympathy yesterday through Commissioner Welles. It was in response to a statement made by Gen. Robert Avery, an old soldier. The General called to see the Mayor, and failing to see him, said:

"The police of Brooklyn are either incompetent or they are cowardly, or they are in sympathy with the strikers. They can take either horn of the dilemma. The police of New York may be thieves and blackmailers, but they are not cowards. As for myself, I prefer thieves and blackmailers to cowards. Why, there is no protection whatever afforded by the police here. The other day a car containing fifteen policemen was attacked by a mob, who dragged the motorman to the street and brutally beat him. Behind the car was a police patrol wagon with twelve men; yet with all these officers in sight not a man was arrested. The police neither clubbed the strikers nor arrested them. Now, this is a pretty state of affairs. I say that an administration which cannot meet a situation like this should resign. The commissioners have nothing to say as to the justice of the demands of the strikers. They have the right to strike, but they have no right to interfere with other persons who want to work."

COMMISSIONER WELLES'S STATEMENT.

When this was repeated to the Police Commissioner he said: "Charges have been publicly made that members of the police force have been neglectful, inefficient, and even positively indifferent in protecting property and preserving order. The Commissioner of Police publicly states that any charge of this kind, sustained by proof, will be followed by the instant dismissal of the offender. He will insist on an active, earnest, and faithful police work in the interest of peace and order. Wherever any instance of neglect, inefficiency, or indifference on the part of the police is observed by any citizen it is requested by the Commissioner that a report of the fact be made to him or to the Mayor without delay, and the matter will be by him immediately investigated. In aid of such investigation it is requested that the facts and circumstances be reported with all possible definiteness, especially the time, place, and number or name of the officer involved."

JURYMEN, TOO.

There is no question but that this sympathy which the police and the Aldermen and other city officials have expressed from time to time is shared by a very large proportion of the citizens of Brooklyn. The reason is that the people don't like the trolley trusts; at least, that is what almost everybody who expresses an opinion says. It isn't for any love of the men. The most surprising proof of this sympathy that there has yet been came out yesterday in Judge Clement's court. There was a case up there against one of the trolley roads. It was to be tried by jury, and the talesmen were asked whether they had any interest in the strike, and, if so, which side they sympathized with. The first twenty-five men called, all of them citizens of good repute, declared positively that they sympathized with the strikers.

It looked last week as though the sympathy was going to extend even to the bench, but Police Justice Tighe made it apparent yesterday that it didn't, to wit, when Thomas Horan, 21 years old, of 16 sixteenth street, who was accused of trying to pull a conductor off a Court street car, was brought before him the Judge looked at him a moment, and then told him that he thought that fifty days in the penitentiary was about the proper dose to give anybody who took any part in fomenting violence. The young man was on his way to the penitentiary within an hour of the time he had committed the act of violence. The strikers, of course, declared that the action of the Justice was an outrage, and they said they might try and get the young man out of jail.

AT STRIKE HEADQUARTERS.

At the strikers' headquarters in Mugges's Hall yesterday, Master Workman Connelly and the Executive Board of District Assembly 75 of the Knights of Labor were in session most of the time. In the morning they had to go before the Grand Jury to tell that body something about the alleged illegal speed at which the trolley cars were run. Their visit started a story to the effect that there was going to be an attempt to prosecute the railroad companies for something. Just what it was wasn't plain. District Attorney Ridgway said that there was nothing in that story, and that the Grand Jury had taken up the matter of the speed at which trolley cars are run long before a strike was even thought of. There was a pile of excitement around the strikers' headquarters in the evening when the news of rioting in Gates avenue reached there. The leaders at once insisted that none of the strikers could possibly have had anything to do with it. It must have been a gang of toughs, they said, and "likely as not they had been hired by the railroad companies to create the trouble." Regarding the strike situation Secretary Giblin said:

"We are altogether satisfied. The railroad companies have now shown more thoroughly than ever before that they were bluffing. With all the tremendous display of military and police, they have made only a miserable show of opening their lines. As a matter of fact, they have run fewer cars than on Sunday. There is no question but that public sympathy continues to run in our direction, and financially it is coming in from business men, labor organizations, and from other sources. The strikers are not responsible for these acts of violence which have taken place. We are conducting our fight in a fair, clean, and honorable manner, and we believe we will win yet."

NEW MEN MAKE TROUBLE.

At 7:25 P. M. there was a collision between two trolley cars at the Bath Junction, car 601 of the Thirty-ninth street line, which was on its way to Coney Island, had stopped at the junction, when car 54 of the Thirty-sixth street line, which was going in the same direction, came along at full speed and bumped into the standing car.

There were six passengers in the forward car and all were more or less injured—only two of them gave their names. They were Frank Ryan, aged 43 years, of Sixty-third street, between Thirteenth and Fourteenth avenues, and Valentine Kussler of Sixty-sixth street, between Twelfth and Thirteenth avenues. Their wounds were dressed at the station and they were then taken home. Both cars were so badly damaged that they had to be laid up.

Mr. Giblin sighed as he made this last statement, and he said he guessed he wouldn't issue a formal address before to-night. Then he brightened up, and told how the new motormen that are being employed by the railroad companies were creating trouble. One instance was on the Fifth avenue line at 8:40 in the morning. A car run by Motorman Henry Campbell, got away from him, and smashed into car 63 of the same line. Car 137 of the Seventh avenue line ran into a wagon at the corner of Boerum place and Schermerhorn street. One of the Sumner avenue cars struck Josephine Zeigler, 69 years old, and dragged her along the street for forty feet. She was so badly injured that she had to be taken to the hospital. The motorman was arrested. Other instances were mentioned, but they were not verified on investigation.

ANOTHER APPEAL TO THE COURTS.

As a proof of the sympathy of the people, Mr. Giblin spoke of the various resolutions passed during the day and also of an application made to the Supreme Court to compel the companies to run their cars. The application was made by Lawyer Mirabeau L. Towns to Justice Edgar M. Cullen, who refused a similar application last Saturday, on the ground that the companies had not had a fair chance to run their cars, because the city authorities had given them inadequate police protection. Mr. Towns said that the presence of the militia would remove this cause of refusal, and he believed now that a writ or mandamus should issue. The case will be argued later.

WORK OF THE FIRST BRIGADE.

How the New York Militiamen Went to Brooklyn and What They Did.

Gen. Louis Fitzgerald and his whole command, the First Brigade of the National Guard of the State, except only the Ninth Regiment, were added yesterday to the troops already in service in Brooklyn. About 4,000 men marched out of their armories in this city, and, with all their paraphernalia of war, went over the river during the early hours of the morning to add their strength to the 3,000 men of the Second Brigade, who were already on duty in Brooklyn. The commanding officer of each regiment, battalion, battery, or troop had his orders, and each proceeded at once to the station assigned to him and his command, and from there reported to Gen. McLeer. Gen. Fitzgerald and his staff also reported at the Second Brigade's headquarters, in the Hall of Records, opposite the City Hall.

M'LEER STILL IN COMMAND.

Gen. Fitzgerald outranks Gen. McLeer by some three and a half years in the date of his commission, and would have naturally taken command of all the troops, but after a conference with Gen. McLeer, his staff was dismissed, and Gen. Fitzgerald said that he saw no reason why he should assume the responsibilities of the place. There was much mystery made at Gen. McLeer's headquarters regarding the movements of the military forces and the various arrangements which had been made or not made, as the case may be, for their comfort and use. Not even the location of the different organization's headquarters was told.

M'LEER'S POLICY.

"In time of war no information should be given out which may be of use to the enemy," was the word that Gen. McLeer sent out.

The march of the New York men to Brooklyn began about 5 o'clock in the morning. To get ready for this there had been some great hustling during the night. Absent officers were notified by telegraph that they were wanted, and sergeants and corporals were scurrying about getting together their squads and sections. Lieut. Flannagen of the Second Battery is said to have hired a special train to bring him up from Lakewood.

WORK OF THE COMMISSARIES.

Getting food for the men was the first serious problem. Since the Buffalo experience, during which it was clearly developed that the weak spots in our Guard were in the General staffs and regimental staffs, and especially that commissaries of subsistence had no idea of what a man should have to subsist upon or how this was to be got, there has been a great change in this matter.

General orders contains a complete list of the things which may be used for rations and the quantities each man will need for a day's ration, and nearly every commanding officer and commissary has been notified of certain stores where his orders will be honored.

The trouble this time was that it was Sunday night and the stores were closed. Raids were made in all directions around the armories, and with cash or credit for weapons such shopkeepers as could be found were forced to give up their wares, and hotel and restaurant keepers were also made to contribute.

A number of commanding officers also took the precaution, as Col. Heman Dowd of the Twelfth Regiment did, to provide at least one day's rations ahead, and trucks were pressed into service to carry this food as well as others to carry the general camp cooking equipage which has been supplied to the whole Guard since its need was so forcibly demonstrated at Buffalo. These things were all in the armories, but the fine new blankets, which have also been added to the State's supplies in quantity sufficient to fit out the whole force, had to be sent for from the State Arsenal at Thirty-fifth street and Seventh avenue.

The First and Second Batteries, which took their three-inch breech-loading rifles with them, had to get fifty or sixty horses apiece, and Troop A had also to get horses enough to mount such of its more than a hundred men as did not have their own mounts. There was little sleep for any one during the night, and in most of the armories the men made merry until reveille sounded.

The Seventh Regiment, the Twelfth, the Twenty-second, and the Seventy-first all went to Brooklyn by way of the bridge. The Eighth Battalion escorted the Second Battery and the Sixty-ninth the First Battery, and these and Troop A went across the Twenty-third Street Ferry.

RELIEVING THE BROOKLYN MEN.

It had already been demonstrated that the force in arms in Brooklyn was utterly inadequate to cover the ground and was being worn out in service. The men of the First Brigade were sent right in to relieve their fellows of the Second Brigade in part, and in part to cover a greater strike area. Col. Appleton, with the Seventh, went straight to the Halsey street car stables, made that his headquarters and reported from there. The Eighth Battalion and the Second Battery went to the Kent avenue car stables, and that is their headquarters. The Twelfth Regiment and Col. Dowd's headquarters are in the old Thirteenth Regiment armory at Atlantic and Flatbush avenues. The Twenty-second has its headquarters in the armory of the Twenty-third Regiment; the Sixty-ninth Battalion headquarters is at Ridgewood, the Seventy-first's headquarters is at Bergen and Albany streets, at the Bergen street car house; the First Battery is at the scene of Major Cochran's furious charges, at the Alabama and Jamaica avenue car house, and Troop A is at the Tompkins avenue railroad depot.

THE SEVENTH'S KITCHEN.

From these central points the commands were at once scattered over a wide territory. They were sent out by battalions in some cases and in others by single companies, with orders for each to guard some special district or property. Where the purpose was to do patrol duty along the line of some of the tied-up roads, the duty was performed in a military rather than a police manner. Instead of single men patrolling the streets the work was done by squads, who marched over the ground every little while, prodding along those who showed a disposition to loiter, and preventing any large gatherings of men anywhere in the covered districts.

THE FORTY-SEVENTH SHORT OF FOOD.

There has been a lot of grumbling among the men of the Brooklyn regiments about their food and sometimes the lack of it, and there was more yesterday, but it seemed that only in one case was there a real shortage yesterday. That was in the case of the Forty-seventh Regiment. Their commissary had figured a little too close, and had then neglected to draw his Sunday's supplies on Saturday. Some of his men went hungry. The New York men had no fault to find with the commissary arrangements. These are in charge of Major Theodore H. Babcock of Gen. McLeer's staff. As fast as the commissaries reported to him with their requisitions for supplies these were checked and approved and the commissaries were told where they could get the food and wagons to carry it.

Major Babcock has made arrangements with a number of large grocers to supply all that is needed in filling the regulation requisitions. He had also hired a lot of covered trucks to serve as supply wagons. No cooked food is furnished, however, except such as comes in cans. The men on outpost duty are supplied from their regimental headquarters, and have to depend mostly upon hot coffee to warm them internally. They will sleep upon bare floors, except where they can get hay or straw, but last night Major McNulty, the Brigade Quartermaster, was distributing cots for the use of officers and sick men.

CAPT. LEIGH'S SIGNAL WORK.

No arrangements have yet been made for the distributing of mail or telegrams to the men of either brigade, and this was causing a good deal of annoyance yesterday to the Post Office and telegraph companies. Probably the most perfect work that has been done by any branch of the Second Brigade headquarters staff has been that of Capt. Leigh of the Signal Corps. The wig-wagging with flags by day and lanterns by night was only a sideshow to the real work that Capt. Leigh has done. Had he depended upon that there would have been no means yesterday of communication except by messengers. As it was, not only was every one of the older headquarters connected with brigade headquarters by telegraph or telephone, but similar connections were made with each of the new commands as fast as they reached their stations.

Linemen were kept busy making connections, and operators were supplied either from the signal corps men of the two brigades or by drafts from the other ranks. But this was by no means all of Capt. Leigh's work. Before night he had got all the telegraph and telephone systems in Brooklyn so that every elevated railroad station, police station, and many other places were connected, and it was believed that an outbreak could not take place anywhere without its being reported at once, and the nearest troops ordered to the scene.

NINETY PER CENT. OF THE BRIGADE OUT.

Col. Stephen H. Olin, Assistant Adjutant-General, estimated that ninety per cent. of the entire command turned out, notwithstanding that Sunday night is the worst night in the week to find the men and get them together. Col. Olin said yesterday morning that all of the brigade except the Ninth Regiment and the guards for the armories had been sent to Brooklyn. Gen. Fitzgerald went over to Brooklyn early in the morning, but only to inform himself of the situation there and consult with Gen. McLeer. He will only take command if for any reason he is requested to do so.

Unless Gen. Fitzgerald does take command, the headquarters of the First Brigade will remain at the Seventy-first Regiment armory. The fog yesterday morning having rendered it impossible to use the wig-wag signals, corps of men were busy under Major Cochrane, equipping the headquarters at Thirty-fourth street and Park avenue with telegraph and telephone wires. While the work was going on orderlies were passing between the armory and the Park Avenue Hotel, and that usually quiet neighborhood was the scene of some liveliness and excitement.

THE SEVENTH, 950 STRONG.

At 5 o'clock yesterday morning the tired men of the Seventh Regiment were refreshed with breakfast, and a very good one the commissary department had provided—hot coffee, corned beef hash, fried eggs, and bread. This was served to nearly 900 men, and to each was also issued a sandwich and a canteen of coffee for what some of the boys called "marching fodder." The sandwiches were neatly packed in the new camp utensil which militiamen call a chafing dish. This consists of two tin saucers, to one of which is fastened a hinged handle, which, when it is folded, acts as a clasp to hold the second saucer in such a way that the sandwich between the two is reasonably safe from danger of attaching to itself tobacco, postage stamps, cigarettes, or any other trifle the haversack may contain. When it is not folded thus the chafing dish performs a double service—the piece with a handle serving as a frying pan, the other as a plate.

The haversacks are new, too, being constructed on the saddlebag order, folding in the middle, with compartments in each section. Besides their haversacks the men were equipped each with a canteen, a pint cup, two blankets—a woollen one rolled inside of a rubber one—and thirty rounds of ammunition for their 50-calibre breech-loading rifles.

COL. APPLETON PROUD OF HIS BOYS.

After breakfast the regiment went by elevated trains to the Brooklyn Bridge, and thence, and by a Brooklyn elevated, to the Halsey street trolley car depot. There headquarters were established and the companies disposed as follows: E, F, and C, at headquarters; A and H, Lieut.-Col. Smith commanding, to the depot at Gates and Ralph avenues; B, G, and D, Major Abrams commanding, to Bushwick avenue; E and I, Capt. Rhodes commanding, to Albany and Fulton avenues. The promptness with which the regiment had moved is indicated by the fact that these several details were on the march to their stations by half past 7 o'clock. Additional late arrivals brought up the roll by noon to 950 men, present and performing duty.

"I have been with the regiment for twenty-three years," said Col. Appleton, proudly, "but I never knew it until to-day. The manner in which the men have responded to this sudden call and gone about their duties is as if they had been accustomed to this sort of thing all their lives."

THE SEVENTH'S KITCHEN.

The men took with them one day's rations in their haversacks, but this was, of course, cold, so the Commissary, before the arrival of stores from brigade headquarters, at once set to work to provide something warm to help the fight against the miserable, cold drizzle from above and the snow and slush underfoot. Gridirons three feet long were rested on stones on the sidewalk opposite the Halsey street depot, and under these and over them they built fires with wood supplied from a neighboring fence. On the irons big camp kettles and big milk cans were placed, and therein, before noon, gallons of coffee and soup were steaming. There was nothing faintly resembling mess quarters, but the cold, wet men, relieved from sentry duty, did not seem to mind that. They took their sandwiches from their chafing dishes, filled their tin cups with hot coffee or soup, and stood around the fire, eating and drinking as if they had never known the conveniences of an avenue café.

ALL IN GOOD HEALTH.

Surgeon Daniel Stimson was delighted with the health of the command.

"There is scarcely a complaint in the regiment," he said. "Two men are here with the grip, and they came against their doctors' advice, and are doing duty on pure grit. Here we have 950 men out in weather made to order to kill men, but only one has had to be relieved from post and put on sick report. They are intelligent fellows, and that counts for a great deal. Last night in the armory I heard some of them saying to one man whose shoes were not heavy: 'Go and put on heavier shoes. Do you want to give the sergeant a black eye?'

"The Captains look after the men, too, and all that helps to keep down the sick list. If I need assistance I get the expert quality, for there are practising physicians in nearly every company, who are detailed as assistant surgeons by the Adjutant. If I ask for it."

Major Stimson looked a little grieved at the rugged health of the command.

QUARTERED IN THE CARS.

In the depot there were scores of cars which the boys took possession of for quarters. They built fires in the car stoves, learned how to turn the electric current to the incandescent lights, and were soon comfortably quartered, giving concerts and making calls on each other.

COMMISSARY STORES.

At 3 o'clock two immense vans arrived from this city loaded with commissary stores. There was corned beef, roast beef in cans, ham, also tinned, and crackers.

"Now, gentlemen," said a Commissary Sergeant, "hustle those boxes out of those vans into my department."

The gentlemen, a detail for the purpose, were soon doing porters' work by the advice of many of their comrades.

"Come, Charley, come, old chap; that box of corned beef isn't a german favor. Get a move on, Charley."

That was the kind of advice cheerfully volunteered.

CAPT. POLLARD ON SICK REPORT.

The only officer on sick report was Capt. Pollard of Company C. There are 103 men in that company, and 97 were on duty. Besides Capt. Pollard three others were on sick report, and two are out of the city. Two of these sick privates tried to smuggle themselves over with a delayed lot of 123 taken over later by Capt. Lyneeker. They were discovered and chased out of the armory, and told to go home and to bed, as Surgeon Stimson had ordered them to do.

Before the three additional companies were sent to take out the first car from the Ridgewood depot, Companies A and H were relieved at Gates avenue and Broadway, and the boys had just laid aside their heavy extra equipment when they were ordered to "fall in" for the exciting expedition to Ridgewood.

Camp discipline is not very strict, except that no leaves are granted, and all the men are required to remain inside the sentry lines at all times.

AN OLD STORY FOR THE TWENTY-SECOND.

Not since the Buffalo strike of '92 has the Twenty-second Regiment seen such service as it experienced yesterday. In the matter of quarters they found themselves better situated than in their last campaign, but as regards rations they were rather worse off, and but for the kindness of the Brooklynites many of them would have had a hard time of it. However, the Twenty-second learned a great many things at Buffalo, and the easy and businesslike way in which they accepted the situation yesterday showed the good effect of former service. In this respect they had the advantage of their brothers of the Seventh.

From the armory they marched to the Sixty-sixth street station of the elevated road, where they boarded down-town trains, getting off at Park place and marching across to the bridge.

Arrived in Brooklyn they marched directly to the Twenty-third Regiment armory at Bedford and Atlantic avenues, where quarters had been assigned to them. There was plenty of room, for nearly all of the Twenty-third Regiment was out on duty, only enough being left to guard the armory.

Lieut.-Col. King promptly divided his command into relays and ordered the first relay, under Major Franklin Bartlett, to patrol duty. The line assigned to the Twenty-second was Bergen street from Franklin to Vanderbilt avenues, which includes the Atlantic avenue stables at Bergen street and Franklin avenue, some trouble along that line having been reported.

About 300 men constituted each relay. A breakfast of dry bread and coffee was served out to the men, who were very hungry. Then, that meal being accomplished, the commissary department went to work and kept working all day in the attempt to get in a store of food sufficient to keep the soldiery alive, and all day wagons containing edibles were coming and going.

LITTLE WORK TO DO.

When Major Bartlett's men reached their posts they found that the disorderly element had been at work during the night. Near Franklin avenue, in front of the blacksmith shop of O. Gumbleton, a score or more of wagons, trucks, and carts had been overturned on the tracks. Further along were some weeks, and near Classon avenue huge boulders had been rolled down from a bluff near by to the track. Here was an ingenious device that would have proved most troublesome had the weather cooperated with the obstructors. The blockaders had covered the tracks with ashes, over which water had been poured in the hope of freezing the whole thing into a solid mass. Instead of a freeze there came warm rain, and the ashes were cleared away with little difficulty. By the time the soldiers were on hand a number of policemen, four of whom had come on the first car, were keeping guard, while the motorman and conductor used that and other cars, propelled by a force of men from the stables dragged and pushed and shovelled the obstacles from the tracks. A chorus of hoots and yells from a crowd of roughs assembled near by greeted the arrival of the soldiers, but no actual violence was offered.

During their morning duty the soldiers of Major Bartlett's command found little to discommode them except the pouring rain. After three hours of patrolling they went back to the armory to dry themselves, and Major Hart with his command took their places. By this time Bergen street, which, in the locality of Franklin avenue is not the pleasantest street in Brooklyn, was fully alive to the presence of the invaders, and though the men dared not say much to the young men with bayonets, the women did. Two of them of particularly unattractive appearance leaned out of the windows of a tenement block and looked down at a group of Twenty-second men below.

JOLLYING THE BOYS.

"Don't they look party in their new uniforms?" observed one of the women in ironical tones.

"What business have the likes o' them got oppressin' the poor?" snarled the other. "I'd like to drop a stove lid onto them."

"Ye mi[illegible] break their empty heads if ye did that an' they'd arrest ye. Let's t'row some hot water onto them."

"Hi, yi! Hi!" yelled both the women at once. Thereupon the soldiers fled from beneath the windows, and a roar of derisive laughter from the toughs on the corner opposite assailed their ears. Some of the women walked along the sidewalk patrolling the beats with the young men, and "jollying" them vigorously.

Further down the line the populace was very hospitable, and those of Major Bartlett's men who then turned out for the second time, who were stationed near Washington avenue and for several blocks thereabouts, were well treated, and received from the residents what they most needed, food. The reporter, walking down the street, saw a big motherly looking Irish woman come out of her door and address three youthful militiamen who were passing.

"SAINTS ABOVE, THEY'RE STARVIN'."

"Wouldn't ye ye yez ate a nice bite av a sandvidge av I brought it out?" she asked insinuatingly.

"Wouldn't we! Oh, mamma! Try it and see," said the three in emphatic unison.

"Saints above! The poor boys is starvin'," ejaculated the good woman, and dodging into the house she presently reappeared with a platter of bread and meat and some steaming coffee of which the soldiers partook most thankfully. They wanted to pay her for it, but she would hear of no such thing, so they saluted in military style by way of thanks, and went on with their patrolling. Others in the neighborhood took pattern by the kind-hearted Irishwoman, and the soldiers all along there filled up on bread, cake, and, in some cases, meat and hot soup, the latter being received with peculiar enthusiasm. Another blessing to the soldiery was the appearance of a youth bearing a big rack of overshoes, which he sold out at extraordinary prices and with great speed, straightway setting out after another assortment. Throughout the day there was no disorder where the Twenty-second men were stationed. Col. King reported everything quiet. Major Bartlett said:

"Beyond a little hooting we have encountered no signs of disorder. The cars are running, but evidently the company has not enough men to equip its line thoroughly, as the full quota of cars does not seem to be out. I do not anticipate any trouble in this vicinity."

At the armory the most rigid discipline was enforced. A good-natured but inflexible sentry stood guard at the door, and there was much red-tape proceeding before admitting any one. Then there was more red tape before one could get out again. All day long messengers kept coming and going, and people with bundles containing a pair of overshoes for John, or a neckerchief for Charley, or Willy's forgotten clean handkerchief, or a box of cigars for Peter, or a dish of preserves to lighten the rigors of military life for Sam, drove the sentry almost crazy. All consignments were received, however, but in few cases could outsiders get in to see their military friends.

TROOP A'S STABLES.

Troop A's headquarters in the Tompkins avenue line's stables, at the corner of Fulton street and Tompkins avenue, are deserving of some notice from the Brooklyn Board of Health when the strike is settled. They are old stables. The members of this crack organization, however, slept there last night when they were off duty, and they didn't do much kicking, either.

Capt. Roe received the order to assemble his troop at 7:45 o'clock on Sunday evening, and when he marched them to Brooklyn yesterday morning his command numbered 106 men, and they were proud of their showing. The missing men were either sick or out of town. Many of the members of this organization are young men of wealth and social standing, and it has been noticeable on their different tours of duty that they have taken to hard work and uncomfortable quarters with less grumbling than some of the members of other organizations to whom these things are not quite so much of a novelty.

The troopers wore their service uniforms when they rode out of their armory at Ninety-fourth street and Park avenue early yesterday morning, and their commissary department was provided with rations for two days. Some of the members of the troop own their horses, and for them arrangements were furnished by Dickel's and the Central Park riding academies. This trip was not made on horses that refused to move until the conductor's bell rang. The troop rode down Madison avenue yesterday morning before many people were up to see them, and then through Fifty-ninth street to Fifth avenue, down Fifth avenue to the ferry through Twenty-third street to the Williamsburgh ferry. One boat carried them all over to Broadway, and from there they felt their way to the Tompkins avenue line's stables, where they were to make their headquarters.

THE CAVALRYMEN'S WORK.

Capt. Roe had neither a map nor a guide, and it was 9 o'clock when his command reached the stables. A crowd of idle men lined the streets on both sides as the troop arrived, but they made no hostile demonstration. The troop is divided into four platoons, and while two of them were doing sentry duty patrolling Fulton and Herkimer streets for 300 yards on either side of Brooklyn avenue, the other two platoons were held in reserve. The men found much better accommodation for their horses than for themselves, and they agreed that this was as it should be. The horses of the reserves were not unsaddled during the day, so that they were ready for immediate service, with their riders close at hand.

The men who were on duty in the streets attracted more attention than the trolley cars that were running. They were mounted on good-looking horses, and they wore their blue service uniforms with the big yellow-lined ulster capes turned back, and their sombrero service hats with the crossed sabres on the front. Each trooper patrolled about half a block, and whenever a group of idlers met gathered to watch them the cavalrymen rode up and suggested that they should move on. It wasn't necessary to give this order more than once.

A LIVELY RUN.

The only incident of the day was a hard run by two of the platoons under the command of Capt. Roe to quell a little riot that broke out at Sumner and Greene avenues, a mile and a half away. About noon a driver of a coal cart stopped on the track and wouldn't move to let a Sumner avenue car run by a non-union man pass. About a hundred strikers and idle men who happened to be in the neighborhood gathered around and attempted to get the motorman and conductor to desert the car. Some one telephoned to brigade headquarters that there was a real riot, and an order was telephoned to Capt. Roe to take a detachment of his troop and ride to the scene of the disturbance.

With two platoons behind him, he hurried to Sumner and Greene avenues. The troop made good time and got there ten minutes after the order had been received, but by that time everything that was necessary to disperse the mob had been done by the police.