

CHINA ASKS MERCY

Assumes Suppl... attitude in Answering Demands...

COUNTRY TOO POOR TO BE EMPLOYED

Limit is 15,000,000 Taels Annually for the Next Thirty Years

MINISTERS SILENT ON THE PROPOSITION

Decline to Commit Themselves Until They Talk It Over

ROCKHILL REPORTS TO WASHINGTON

Special Commissioner Tells What is Proposed and is Instructed to Continue Effort to Get Amount Reduced

PEKIN, Sunday, May 12.—The answer of China to the statement of the foreign powers as to the losses sustained by nations and individuals in the Opium War...

NO HOSTILE COMBINATION

German Officials Deny Negotiations to Curb American Commerce

BERLIN, May 14.—Government officials furnish details that any negotiations are going on between Austria and Germany for a European commercial league against the United States...

WASHINGTON, May 14.—A cablegram from Mr. Rockhill, special United States commissioner at Peking, received at the State department today, mentions the receipt by the ministers of the response of the Chinese envoys to the ministers' demands for indemnity...

BRITISH BLUE BOOK ON CHINA

Record of Government Negotiations Published—Many United States Officers Favorably Mentioned

LONDON, May 14.—The foreign office has issued a Chinese blue book, bringing the record of negotiations down to December. The cable mistake by which Mr. Conner was mistaken to agree to the conditions imposed on China being irrevocable...

CHANGING IN CROKER'S PLANS

Serious Pressure of Events in New York the Probable Cause of His Shifting

PARIS, May 14.—At a cabinet council today M. Delcasse, the foreign minister, announced that France had joined in a most vigorous protest from the powers against the port's postal measures.

SEARCH FOR SECRET PRESS

Russian Police Arrest Author and Editor in Hunting for Revolutionary Literature

BERLIN, May 14.—A dispatch to the Lokal Anzeiger from St. Petersburg says Maxim Gorkie, the author, and Wengero, an editor, and the latter's sister, have been arrested by the police, who are searching for a secret press issuing revolutionary proclamations which are distributed among the laborers.

FIRST PAYMENT NEXT YEAR

China Willing to Commence Discharging Indemnity to the Powers in July, 1902

BERLIN, May 14.—A dispatch received here from Peking says the note of the Chinese peace plenipotentiaries, accepting the amount of indemnity demanded by the powers, proposes to pay the first of the thirty annual installments of 15,000,000 taels in July, 1902.

MANITOBA RAILWAY BILL RATIFIED

OTTAWA, Ont., May 14.—The Manitoba railway bill, ratifying the contract between the Manitoba government and the Canadian Northern railway, has been ratified by the House of Commons.

END OF MARITAL LAW

MADRID, May 14.—The cabinet has decided to end the state of siege in Barcelona and to restore the constitutional guarantees there.

MORGAN CANCELS BOOKING

Instead of Coming to America He is to Return to Aix-les-Bains

(Copyright, 1901, by Press Publishing Co.) LONDON, May 15.—(New York World Cablegram—Special Telegram.)—The Paris correspondent of this morning's Express says: "J. Pierpont Morgan, who engaged passage on the Kaiser Wilhelm, intending to sail from Cherbourg tomorrow with his daughter, who is now here, canceled the booking late this afternoon. Instead of going to America he will return to Paris tomorrow, en route to Aix-les-Bains, where he expects to remain several weeks."

Mr. Morgan is reported to have said to a friend today that added by the Rothschilds and Sir Ernest Cassel, he had saved London from a panic by getting the stock exchange committee to fix the settling price for Northern Pacific stock at 140. That was all he could do in London. His next operation, it was said, would be in New York, whether he would return openly.

Mr. Morgan is reported to be in a condition approaching nervous exhaustion, but is full of fight and ridicules the idea that he can be tripped by Harriman or any other competitor.

The Geneva correspondent of the Mail says: "The German manufacturers who supply coal to Switzerland, having raised the price 20 per cent to railways and manufacturers, have accepted the offer of a new American company to supply coal at the original figure. This company, which is headed by Rockefeller, has a capital of £1,200,000 and is formed to supply the continent with coal at lower prices than those ruling in England for the export market."

FRISCO'S HEARTY WELCOME

President and Party Are Received with Pleasing Enthusiasm

AFTERNOON PARADE AND NIGHT LEVEE

Mrs. McKinley's Condition Causes Stanford University to Lose a Call, but Principal Program is Followed Out

SAN FRANCISCO, May 14.—It was announced at the Scott home this evening that Mrs. McKinley was a shade better, feeling stronger and brighter than at any time since the beginning of her illness. The sleep sound and her progress, Dr. Rixey is well pleased with her progress.

SAN FRANCISCO, May 14.—President McKinley made his official entry into this city, the objective point of his tour, late this afternoon. After being formally welcomed by Mayor J. D. Phelan, he was driven through the city in a motorcade, attended by a military and naval escort. Tonight he attended a public reception in the large nave of the Market street ferry depot.

Early this morning President McKinley decided that owing to Mrs. McKinley's illness he would not visit Stanford university as had been planned, but would limit himself to the day's exercises in this city.

At 2:40 o'clock this afternoon he left the Scott residence for the Valencia street station. Here he met the train bringing the members of the cabinet and the remainder of his party, who had fulfilled the program between San Jose and this city. President McKinley was also met here by Mayor Phelan and formally received. The president, the members of his cabinet, Mayor Phelan and the reception committee were then taken to the special train at the Third and Townsend street depot, where the military and naval escort was waiting.

Long before the hour set for the president's arrival Third street from King to Harrison was a solid mass of humanity. Within a very few minutes of the set time the distant sound of a whistle signaled to the waiting crowds in the southern part of the city that the president was approaching. Similar signals repeated at intervals told of the progress of the train along the stretch of track between the Twenty-sixth street station and the Third street station, and finally the clanging of the engine bell announced its presence in the railroad yards and near the end of its journey.

Reception and Parade. Then there was a terrible din. The whistles of the factories and machine shops of the neighborhood were turned loose, bells of the yard engines were furiously rung, the music of the brass bands in the noisy welcome to the city guests and a general movement among the thickly-packed humanity in the streets added to the incident.

A few minutes after the train arrived the procession was formed and the march up Third street was begun. In the rear of the platoon of mounted police and a battalion of patrolmen came Grand Marshal Ward and his aides. Behind them were swung into line "Troop A," the special escort of the president, followed by the veteran guard of the Grand Army of the Republic, who acted as a guard of honor for the battalions of President McKinley's regiment. A second later President McKinley, reclining comfortably in his carriage, was escorted by the great band that had waited so long to greet him. Accompanying him were Mayor Phelan and Irving E. Scott, the chairman of the citizens' executive committee. As the carriage was drawn out to the street and turned in line toward the front, the cheer rose from the multitude and was repeated along the narrow thoroughfares. With a smile President McKinley gracefully raised his glossy high hat and bowed in acknowledgment of the ovation.

After the president's carriage came the staff of his cabinet, Governor Nash of Ohio and staff and the Ohio congressional delegation. The long line of carriages was followed by 4,000 troops—infantry, artillery and cavalry—from the President, led by General Shafter, and 1,000 united and salivators from the battalions Iowa, Philadelphia and Wisconsin, under the command of Admiral Casteen.

Enthusiasm Increases. From the moment the president emerged from the depot the cheering was intense, but as the long parade got under way its force seemed to be redoubled. Far up the line in advance of the parade the cheering was caught up. Block after block in succession was soon faced with a surging mass, who broke forth into a vociferous proclamation of welcome. The hoarse throats of thousands of factory whistles were opened in a shout of approval. The sliding tones of the noisy siren, the harsh blasts of horns, the din of 1,000 devices for the production of sound, the rattle of the iron-shod hoofs of horses on the cobblestones, the tread of thousands of feet, the triumphant strains of bands—all vied in the voices of the people in acclamation to the first man of the nation.

The line of march was handsomely decorated with flags, bunting and evergreens. At Van Ness avenue President McKinley viewed the procession, after which he repaired to the Scott residence for dinner.

At 8 o'clock tonight the president was driven to the ferry depot. In the large and handsomely illuminated nave of the large building the president received a vast crowd of people, who were delivered a brief address of welcome, to which President McKinley responded.

Entering at one door of the nave the people passed down the hall to the southern end, where President McKinley stood, surrounded by members of his cabinet and other prominent visitors. The president did not engage in handshaking, but graciously bowed as the people passed, each one saluting him with a small flag.

Cannot Visit St. Paul. ST. PAUL, Minn., May 14.—Governor Van Sant has received a telegram from George B. Corley, secretary to President McKinley, stating that it would be impossible for the president to so alter his itinerary as to visit Minnesota and review the Woodmen parade on this trip. The message says: "Telegram signed by yourself and others received and courteous invitation appreciated. Regret to state that as all arrangements for trip have been completed it will not be possible to include St. Paul in the itinerary."

McKinley Made an L. D. BERKELEY, Cal., May 14.—The degree of doctor of law has been conferred upon William McKinley by the University of California. Only twice before since the founding of the university, in 1868, has this degree been bestowed.

Wrs. Lyman Once Nears Death. WASHINGTON, May 14.—Mrs. Gage, wife of Secretary of the Treasury Gage, who has been ill for some time, is reported to be in a serious condition, and while her condition is not thought to be serious, she is anxious as to the outcome of her illness.

MORGAN FEELS ENCOURAGED

Cables from London that Situation There is Brightening—Doesn't Intend to Come Home

NEW YORK, May 14.—The Journal of Commerce tomorrow will say: "J. Pierpont Morgan cabled his New York office from London last evening that the situation there shows little improvement, and that he looked for still further improvement. There were indications yesterday, however, of a more friendly feeling between the conflicting interests in the Northern Pacific contest. Both sides took pains to deny that any personal feeling had arisen in controversy and retaining no spirit of retaliation, it was said, at least, would be shown by either party. The head of a financial institution in very close touch with both the Morgan interests, the Rockefeller and Kuhn, Loeb & Co. made the following significant statement: "There has been no quarrel, the entire matter has simply been a business operation. Whatever is wise for business interests will be done. This, of course, means co-operation."

The same feeling seems, likewise, to be held by the more distinctly Harriman interests, the following being an extract from a letter to the Rockefeller associates, in explaining the situation, said: "The trouble is not the result of any disagreement between Morgan interests or Kuhn, Loeb & Co. and their friends. So far as the control of Northern Pacific stock is concerned, the following may be given on the authority of certain Harriman interests: Kuhn, Loeb & Co. own a majority of the stock, as shown by action certificates, including common and preferred. Morgan & Co. own a majority of the common stock. It is possible for the preferred stock of Northern Pacific to be retired next January. Should this be done the majority of Kuhn, Loeb & Co. would be wiped out and Morgan & Co. would be in control. The annual election of Northern Pacific occurs in October. Should it be held at that time and should the ownership be unchanged, the Kuhn, Loeb & Co. interest would win, but should, as the result of legal action, the election be deferred until after the first of January, Morgan & Co. would win."

Regarding the railroad situation, the Herald tomorrow says: "Northern Pacific hostilities have passed out of their acute stage. J. P. Morgan now sees no necessity for prompt return to this country and there is no likelihood of any important development of the situation except that of a truce."

The big rival interests have come to realize the uselessness of continued hostility in the railroad field, with its consequent possibilities not only to see the particular roads concerned, but to the market generally. They believe it best to make an amicable settlement of the situation and it is likely that the truce will be taken soon after Mr. Morgan's return.

"The control of the Union Pacific is not in doubt, as reported. Neither the heavy buying of Friday and Monday nor the heavy liquidation of yesterday, in which the stock went down, was anything more than what are credited with owning that property. They say they have the control and that it will take a good deal of money to get it away from them."

IT IS A REAL BOND FIRE

Carnegie Company Securities Keep Furnace-Fertile Ground Through One Whole Week

PITTSBURG, May 14.—The Commercial Gazette will say tomorrow: After supplying fuel for a close furnace for a week, securities representing over \$150,000,000 of Pittsburgh wealth were destroyed in the great armor-plate vault of the Union Trust company of Pittsburgh. They were the gilt-edged securities of the Carnegie company, the close of the famous business quarrel between Andrew Carnegie and Henry C. Frick. The bonds of the greatest industrial corporation of the world, until the United States Steel corporation was formed, were of such bulk that they would completely fill to ceiling a room 6x12. For a round week they were kept busy at the Union Trust company a force of men to feed the furnace fire which destroyed the securities. The great pile of gold bonds has passed out of existence and with the crematory pile of gold there is born assurance that the United States Steel corporation is a thing real and living.

Of the Carnegie bonds it is well known that there are \$100,000,000, but less than \$10,000,000 were not turned into the trust company. Part of these may be accounted for in the \$100,000,000 of the great Carnegie for the Homestead, Duquesne and Braddock Carnegie libraries and for a death and accident benefit and pension fund for the men of the Carnegie company.

Of the unsophisticated in bonds the bulk of the destroyed securities is unaccountable. The bonds destroyed had face value varying from \$1,000 to \$20,000. Their receipt and filing for the Union Trust company vault fire was the work of a month for the bank employees.

WILLING TO DOUBLE REWARD

Cudahy Bound to Clear Up the Mystery of Kidnaping of His Son

KANSAS CITY, May 14.—Edward A. Cudahy of Omaha, the city, is quoted as saying he will, if necessary, will double his reward of \$25,000 to secure the capture of Pat Crowe, the alleged kidnaper of his son.

"I want the satisfaction of having the matter cleared up, as well as of seeing Crowe punished," said he. "If necessary, I will double my reward."

Movements of Ocean Vessels May 14. At New York—Sailed—Liverpool, for Liverpool; for Rotterdam. At Boston—Sailed—Phoenicia, for Hamburg; New York. At Liverpool—Arrived—Parisian, from Montreal; Sylvania, from Boston. At Lyons—Arrived—Great Waldersse, from New York. At Yokohama—Arrived—Duke of York, from Tacoma and Victoria; Hong Kong. At Cherbourg—Arrived—Great Waldersse, from New York; via Plymouth, for Hamburg; and onward.

NINE-HOUR DAY OR NONE

Machinists' Leaders Decide to Force the Issue May 20

NOT MUCH OPPOSITION IS EXPECTED

Conference Gives Out Statement Expressing Confidence in Ability to Secure the Nine-Hour Day Without Many Strikes

WASHINGTON, May 14.—The representatives of the Machinery and Allied Metal Trades National and International unions, who have been in session here for two days considering the enforcement of a demand that the union machinists hereafter shall be required to work only nine hours a day, with an increase of wages that would make the daily pay the same as under the present ten-hour scale, late this afternoon decided that there should be a strike on May 20 in shape refusing to grant the desired concessions.

Those participating in today's conference were James O'Connell, president of the International Association of Machinists; John Mulholland, president of the International Association of Allied Metal Mechanics; L. R. Thompson, president of the Patternmakers' league of North America; E. J. Lynch, Metal Polishers, Buffers, Platers and Brass Workers' union of North America, and Samuel Gompers, president of the American Federation of Labor.

The following statement concerning the conference was authorized: "It was decided that all workers in the machinery and allied metal trades should demand the nine-hour day, without reduction in pay, before May 20, the same to go into effect on that date."

"The officers of the organization decided that the men in their respective trades should stand by each other in the enforcement of the demand, should it be necessary to a strike."

"In view of the encouraging reports received from a large number of employees in trades having already notified their employers of the concession of the above demand, no serious opposition to the movement is anticipated."

CONCESSIONS ON EACH SIDE

Illinois Central Machinists Get Nine-Hour Day and Compromise Wage Demand

CHICAGO, May 14.—After a three hours' conference today the Illinois Central railroad and its union machinists reached an agreement. It was a compromise, the men securing a nine-hour day, while making concessions in wages, pay for overtime and apprentice regulations. Business Agent Rodrick said better terms were expected when the men secured uniform agreements with the roads entering Chicago.

The recognition of the nine-hour day by the general officials took the form of an agreement to pay for longer hours. In return the machinists abandoned their general overtime demand. They were for time and a half up to six hours overtime, after which double time was to be paid. Double time was demanded also for overtime and Sundays. Under the new agreement there is to be only straight time and a half. The wage demand of the union called for a minimum scale of 30 cents an hour. General Manager Harahan's offer of an advance of 9 per cent in journeymen's wages, bringing the minimum up to about 29 cents, was practically the basis agreed on. Both Mr. Harahan and Mr. Rodrick stated that the minimum would be 29 cents and that the scale would call for wages up to 33 cents. The railway's contention for one apprentice for each shop and one for each four journeymen was agreed to.

WABASH SHOP STRIKE IS ON

Machinists Walk Out at Springfield and Fort Wayne, Demanding Increase of Wages

SPRINGFIELD, Ill., May 14.—One hundred machinists in the Wabash shops here struck today to enforce their demand for an increase of wages from 25 to 29 cents per hour, time and a half for overtime and a nine-hour day. A number of men employed in the Blackhawk shop have gone out in sympathy with the machinists and probably half of the force of 300 men employed at the shops have quit work.

FORT WAYNE, Ind., May 14.—One hundred and twenty-five machinists and apprentices in the Wabash railway shops here struck today.

EIGHT-HOUR LAW AT STAKE

Seattle Machinists Ask Curtailing of Hours—Montana Smelting Operative's Resume Work

SEATTLE, Wash., May 14.—All the union machinists in Seattle, 250 in number, struck today for eight hours instead of ten, with 12 1/2 per cent increase in wages.

HELENA, Mont., May 14.—The works at Helena of the Montana Smelting and Refining company, which were closed down recently, owing to the differences between the employees and management growing out of a new wage schedule incident to the eight-hour law, will be reopened at once. The men have agreed to work at the new schedule, which is a little lower than the old scale.

SCALE MUST BE ADJUSTED

Otherwise Union Garment Workers of St. Joe Go Out on Strike

ST. JOSEPH, Mo., May 14.—All the union garment workers in this city threaten to go out on a strike unless the piece work scale is adjusted at once. National Secretary Henry White is here, but so far has been unable to effect a satisfactory agreement. Five hundred women are involved.

Fort Wayne Machinists Go Out. FORT WAYNE, Ind., May 14.—One hundred and twenty-five machinists and apprentices in the Wabash railway shops here struck today. The machinists' day and wage scale is at issue.

LABOR SITUATION BETTER

Jacksonville Commissaries Feeding Less Number of People—Necrosis Quiet

JACKSONVILLE, Fla., May 14.—The labor situation is becoming more satisfactory and commissaries that were feeding 11,000 people Saturday are today furnishing food to only 4,000 under the identification system. Six hundred men are at work clearing the debris.

Those who refused to work and who have been cut off from free rations have as yet caused no trouble.

CONDITION OF THE WEATHER

Forecast for Nebraska—Partly Cloudy (Increasing) and Thunder (Possibly Showers) over the eastern portion Wednesday; southeasterly winds.

Table with 4 columns: Temperature at Omaha Yesterday, Hour, Deg., and Forecast for Today, Hour, Deg.

WILL CONTINUE IN BUSINESS

Receivership of Siegel-Sanders Live Stock Company Will Not Tie Up Firm

KANSAS CITY, May 14.—Utley Wedge, who was yesterday appointed receiver of the Siegel-Sanders Live Stock Company on an application filed by Frank Rockefeller, the principal stockholder in the firm, today charge today. Mr. Wedge states that the business will be continued without interruption and that the naming of a receiver will not be permitted to interfere in any way with the firm's branches in Chicago.

What will be the result of the action of Frank Siegel, president and general manager of the stock company, who is accused in Mr. Rockefeller's petition with mismanagement, is not apparent and neither Receiver Wedge nor the officials of the company will at this time make any information on the subject. Mr. Rockefeller has promised to make a statement during the day.

From his own figures Mr. Rockefeller's losses will not be less than \$100,000, and he connects with the business are quoted as saying he may lose \$400,000 or more. Mr. Rockefeller himself does not know how heavy his losses will be, because it will take weeks to check up the herds owned by the company has mortgages.

Concerning the affairs of Siegel-Sanders Co., William Rockefeller said this afternoon: "I asked for a receiver so that the business could be protected and taken care of. I do not intend that it be closed up and dropped, but after the range has been straightened out it will be started again under new management, of course. I can't tell what the losses are now. We have no means of knowing, but we are going to find out. Two experts began work on the books today and will look into everything from the day our company began business."

"Will there be criminal proceedings?" "It has not got to that yet. We are trying now to protect what we have invested. The books must be developed, many things we do not know at this time."

PIPE DREAM ABOUT CROWE

Chicago Police Are Induced to Take Up a Case that Proves Worthless

CHICAGO, May 14.—(Special.)—Another man has turned up in Chicago who was a "schoolmate of Pat Crowe," and as a result of a story told by him three police officers from the stock yards station started out at 3 o'clock this morning on a wild goose chase for the elusive bandit.

The man is Charles J. Noll, a harnessmaker living at 6200 Halsted street. Shortly after midnight this morning Noll entered the station and represented to the lieutenant in charge that he had located Pat Crowe in a hotel in Riverview.

"I just came in on the Burlington from the south," he said, "and when we reached Des Moines Crowe got on the train. He had four revolvers in his belt. I sat beside him and he talked to me as freely as if there was no \$5,000 reward hanging over his head. When we got to Riverview we both went to the same hotel and I heard him tell the clerk to call him in time for the first train west. He signed the register as 'Carl Schmidt.'"

Noll told such a straight story that Lieutenant Mulcahy and Detectives Reedy and Burns, all heavily armed, set out for the hotel, only to find, after arriving there, that Noll's account had been a pipe dream from start to finish. Noll was locked up over night to impress upon his mind the lesson that he must not do so again.

ST. LOUIS ALSO GOES DRY

Excise Commissioner's Order is for All Bars to Close from 1 a. m. to 5 a. m. Every Day

ST. LOUIS, May 14.—At 1 o'clock tomorrow the order of the excise commissioner to close the saloons and keep them shut for four hours goes into effect. This early morning dry policy is to be pursued in order to cut off the sources which usually furnish the liquor to the saloons. It is expected that the saloons will obey the command of the excise commissioner. The police will not be used in shutting up the saloons except to furnish information that the order is being disobeyed. In the event that the saloons are not closed during the hours prescribed their licenses will be revoked. The rule will affect the Planters, Southern and St. Nicholas hotels as well as the all-night stands in the Red Light district and the summer gardens and wine rooms.

MAY MOVE OUT OF ANACONDA

Mining Company and Great Northern Railroad Know a Way to Get Even with Strikers

ST. PAUL, Minn., May 14.—According to a special agent from the Anaconda Mining company and the Great Northern railroad have decided to take decisive measures in treating with obstinate strikers. It was announced that the mining company's machine shops at Anaconda and the great shops at Great Falls could be permanently recurring troubles. Several thousand men are said to have been thrown out of employment by the different shutdowns.

GREEN TABLES ARE DESERTED

Every Gambling House in Montana Closed Under Attorney General's Dire Threat

HELENA, Mont., May 14.—Every gambling house in Montana closed today. Attorney General Donavan having instructed every county attorney to see that they were closed. It is the most radical step reformation ever taken in Montana and the first time since the discovery of gold that the state has not been dealt in the state. The attorney general threatened to prosecute against county attorneys who failed to enforce the law for neglect of duty.

Rob Son of Gypsy King. ST. PAUL, May 14.—Lorand Wells, a son of the gypsy king, Isaac Wells, reported to the police that some unknown person had entered his tent on University avenue and robbed him of \$1,500. No arrests have yet been made.

ALBANY IS IN ARMS

Street Car Strike Necessitates Assembling Companies of Guards

CORPORATION DEMANDS FULL PROTECTION

General Manager Declares that Cars Must and Shall Run Today

BLOOD FLOWS IN TUESDAY'S RIOTING

Imported Motorman Seriously Hurt By One of the Rocks

MANY WOMEN IN THE MADDENED CROWD

Strikers and Their Sympathizers Bombard and Charge the Cars, Wrecking One Despite Police and Deputies

TROY, N. Y., May 14.—The street car tracks on a portion of the United Tractor company's line in this city have been torn up and thrown into the river.

ALBANY, N. Y., May 14.—A thousand National guardsmen and 100 mounted men will occupy Albany streets tomorrow and attempt to force a riotous crowd to let the cars of the United Tractor company run with non-union men. The Twenty-third regiment of the militia, the Tenth battalion of Albany and the Third Signal corps will make up the complement of men. They will be reinforced by 200 special deputies, 200 policemen and over 100 Pinkerton detectives.

It is feared that the bloodshed and riotous scenes of today will be repeated with much greater fatality.

The results of today are: One man dying, fully twenty or thirty injured, eighty men out of 150 brought here by the company induced to desert, the trolley wires cars demolished and the police almost powerless to control the thousands of men patrolling the streets. The company, however, insists that it will run its cars with protection, and it is said late tonight that 300 new non-union men are in a train near the city waiting for the troops to make their entry into the city. Eight men were arrested for rioting, two only of whom were strikers.

At night three companies of the Tenth battalion took their stations at three important points.

Strikers Are Vigilant. ALBANY, N. Y., May 14.—When darkness fell this evening several thousand weary street car strikers and sympathizers went to their houses, but they were replaced by as many more, who took up the vigil to prevent the United Tractor men from running their electric cars with non-union men. The darkness brought some confidence that there would be no attempt before morning to run the cars, for two attempts made in broad daylight were so bloodshed and riot on such a scale that the local police, aided by scores of deputies and Pinkerton men, had been unable to quell the disturbance.

One man lies in a hospital seriously wounded by only two cars the company attempted to run in the gutter of a street not two blocks from the car house, wrecked, and the trolley wires are cut in several places, practically crippling the road. Near the car houses are thousands of men, women and children wrought up to a pitch. They are ready to break open the car house open to let out another car.

Inside the car house, afraid even to look out of the grated windows, are about seventy-five non-union men whom the company are running the cars. Early this morning they were ordered to get out of the car house, but they were kept from doing so by the policemen, one of whom was stationed on each car step. The car made rapid headway and almost before the expectant crowd realized what had happened it was well on its way over the street. It continued to move and the crowd followed, followed most of the way by bicyclists and people in vehicles. The second car did not escape. When the doors were opened the mob surged toward it, despite the efforts of the police. The crew consisted of four men dressed in plain clothes, the car swung around the curve there was a rush for it, but the crowd was driven back. The committee from the strikers was allowed to approach the men.

"Do you want to come with us, boys? You won't regret it."

There was no response from any of the men. The motorman, with his smile gone, waved them aside and the car was off again.

All restraint in the great crowd broke. Through the middle of the street men ran with women and children, pushing with the officers of the law whose clothes were swinging and arms waving in vain almost to people from danger. Men stopped to pick up stones and were overthrown, to be pushed and kicked by the others.

Before the car had started two policemen boarded it. They simply made two extra targets for the stones and bricks. The car had not gone fifty feet before one a helmet was crushed and the other policeman was in danger of having more than his helmet damaged. There was a perfect fusillade of stones. They came from all directions and crashed through the windows, front, rear and sides of the car. The men aboard dodged and jumped from side to side to escape, and were successful with the exception of the motorman. A great jagged edge over the truck struck full. It forced it and he dropped to the floor of the platform. It was a deep, ugly gash the rock left a