The Evening paper is the paper of Today, the morning paper is the paper of Yesterday.

DESERET EVENING NEWS.

5 o'clock EDITION.

TRUTH AND LIBERTY.

NO. 186. MONDAY, JULY 2, 1894. SALT LAKE CITY, UTAH. VOL. XXVII.

THE GREAT STRIKE.

The Situation Along the Railroad Lines East and West.

ALL READY FOR BLOODSHED.

An Engine Disabled.—Cost of the Strike.—The A. R. U. Funds Heavily Taxed.

SAN FRANCISCO, July 2.—United States Marshal Baldwin, who went into office yesterday, spent Sunday morning sweating in thirty-eight special deputy marshals. A dozen supplies were sent out on local trains, but the majority are held in readiness for any emergency requiring their presence.

The chief of police also swore in twenty special police men to guard the property of the Southern Pacific in this city.

Some of the rails have been torn up at Brighton Junction and lies across upon the main track.

Superintendent Fillmore has called on the navy to protect the company's property and to have the depot and yards cleared of all strikers.

The Southern Pacific officials recognized two other strategetic points in the railroad rule in California. One is Sacramento, the other Los Angeles, the boys respectively to the Northern and Southern divisions. Each point commands large territory and both are of great importance in controlling the main lines out of California. While the strikers are apparently powerful at points along the lines, the railroad officials claim they believe that if the blockade is broken at Sacramento and Los Angeles, the workmen will succumb. Sacramento has been selected as the first point to be cleared, and General Superintendent Fillmore has gone thither to direct the campaign. He says that no concession will be made to the strikers, and that he will open the road at Sacramento if the task requires a month for its accomplishment.

OPINIONS ON THE STRIKE.

CHICAGO, July 2.—Referring to the railway strikes the Tribune says in part:

Debs has in effect told all the railroad companies that unless they joined the war against a corporation which has not offended them, the factories must be closed for lack of raw material, and in inability to sell the product. Debs has said in that event great parking lots and the five stock markets at stock yards must be shut up until business that can nothing shall be done than the work forced out by strike responded.

Lest thing sympathy strikers could do would be to return to their jobs where their vacated places are filled by others and let war just Debs look after himself.

The grand error of the present boycott is that one without pure sympathy. It is the object of disciplined and intelligent people are reaching the conviction rapidly that it is a criminal outrage upon social discussions.

The influence of Debs' A. R. U. at Pullman is marshaled for mischief and malicious. It aggravates the prolonged state of affairs.

The misguided Debs strike committee having gone the Pullman difficulty worse, increased the suffering caused by the strike and stopped the flow of charity and to the families of the strikers, it initiated the policy of boycotting Pullman cars on railways. This did not deter the Pullman company one dollar, but it damaged the railroads and generally the public less sinister, it was perfectly unfair to attempt to force coming Pullman's in causing private in every home labor and the poor. It is a strike against the people, enacted by lawless inhumanity, a disregard of property rights, a savage indifference to the sufferings of helpless and those ill-provided with the necessaries of life.

The expenses from the strike are enormous. The strike are losing their wages and thousands of contributions are extorted from their wages to pay "Czar" Debs and his satellites for living in style.

ARMED WITH SHOT GUN.

This morning Marshal Arnold will carry out a force of deputies armed with the new "riot" gun, a weapon considerably lighter than the Winchester resembling gun, but much more unmanageable. The gun is loaded with six Lefoch Sneider cartridges which can be discharged, one after the other, in five seconds. Each cartridge contains twelve buckshot about the size of shot. When the cartridge is discharged the shot scatter, seventy-two of them flying in the direction of the fusillade five seconds. The gun can be emptied and reloaded several times a minute.

DISABLED AN ENGINE.

The S. A. O. limited, due in this city at 8 o'clock, did not reach the Grand Central station until midnight. The engineer stopped at the crossing at Burnside, but the crowd of strikers seemed peaceable and the engineer having received the customary sign to proceed to pull out again. The train started, however, but not refined that a striker lay in the ditch alongside the train as it stopped and did not see the man as he slipped a coupling pin next to the cylinder head in the guide ways of the piston rod. When the engineer pulled the throttle the head could not the pin and the cylinder was cracked, disabling the engine. By using one cylinder the engineer was able to reach the city three hours late.

COST OF THE STRIKE.

How many dollars a day is this fight costing the A. R. U.? some of the weak-kneed strikers are beginning to wonder. The officials of the union say that they don't, and probably they do not know.

The only expense already is enormous, even leaving out the amount the strikers are losing every week by loss of wages. The union's income is between $140,000 and $145,000 a year—less than $400 a day at the outside. And more than that is being spent every twenty-four hours on the simple item of telegraph tolls—this on the authority of Director Rogers.

Add officers' and directors' salary list of $16,000 a year. Fancy salaries to between sixty and seventy organizers now on the road, receiving for two days of clerks in Chicago, hire of clerks and stenographers, railway fare for the traveling organizers, rental of halls and payment of the fees of speakers where the union has control well, $18,000 per year will hardly cover it.

Special assessments will be necessary soon if the A. R. U. will be out of money. When the special assessments come there is likely to be an appreciable falling off in the men who recall increases have already been shot down by the strike. There will shortly be an urgent call for the sinews of war from the A. R. U. or the bigger the boycott, the bigger the expense. It is calculated by the A. R. U. officials that the order has at least 150,000 members. These members pay to the union about $1 a year and a general earthquake must be allowed for new members and delinquents. Beyond this amount the order has no revenue. Being a new organization it has no reserve fund and there is but a small surplus in its treasury.

WILL STARVE FOR DEFIANCE.

At Lemington, the Illinois and Indiana state line on the Pennsylvania road, the hotel keepers and restaurants refuse to furnish food under any circumstances to deputy marshals. The Pinkertons has sent men to Lansing to set up a hotel and also a car load of provisions.

LEGAL PROCEEDINGS.

The injunctions against the strikers will begin today with conferences between United States Judges Woods and Grosscup, and Edwin Walker, the special solicitor appointed yesterday by Attorney General Olney, and District Attorney Milchrist. The injunctions are a bulky bill asking the federal courts to enjoin the strikers from interfering with the mails. The bill covers all the roads.

The Rock Island road officials and a squad of deputy marshals and sheriffs at the yards in Blue Island, Ill., are trying to lift the blockade in effect since Saturday. The first move was toward clearing the tracks filled with passenger trains. Around the cars a large crowd of strikers gathered, but no disturbance occurred.

The bill was originally drawn to enjoin the strikers from interfering with mails but was modified under orders from Washington to enjoin from interference with any trains, this protection being sought under the interstate commerce act. It was learned at the government building that the injunction which was issued will stop the strike, for the whole power of the government can be called upon to enforce it. Judge Woods said the marshal will be expected to enforce it and if he is unable to do it, troops can. "It is not necessary," said he, "to issue an injunction to prevent interference with the mails, for such interference is itself a crime for which the guilty party can be arrested and indicted. It is more necessary to issue a restraining order to prevent interference with the interstate commerce. The only reason for issuing the order at all is that it is the means of meeting the present emergency, for the process of arrest and indictment is slow."

The judges said the order applied to Illinois, the seat of the trouble, and can be entered in the courts of Indiana and Wisconsin.

The men arrested for violation of the injunction will be brought before court for contempt and can be punished with imprisonment.

SHOTGUNS SENT TO BLUE ISLAND.

CHICAGO, July 2.—U. S. Marshal Arnold sent a hundred and Sheriff Gilbert sixty-five deputies to Blue Island today in anticipation of trouble. The stock yards are in a badly demoralized condition today. The only packer trying at all was Armour. The Stock Yards Switching Association had but one engine running, and at noon 25 of stock held up in the Stockyards road but 200 were delivered.

The strikers formed across the tracks and placed themselves in a position that would result in injury to themselves should a train be moved. About 100 mounted police and deputies were drawn up along the tracks, but the strikers would not move. Deputy Marshal Logan jumped from the car and started to drive the striker strikers from the tracks. Revolvers were displayed on both sides, but shots were not fired. The strikers proved too much for the mounted and deputies. They wired for the Fifteenth regiment from Fort Sheridan and asked help from Governor Altgeld.

Marshal Arnold wired District Attorney Milchrist to call for the Fifteenth regiment and Deputy Sheriff Kietzpatrick called on Sheriff Gilbert for state troops. About noon a train was started out of the yards. Stones were thrown by the strikers and knives drawn, and deputies showed their revolvers. The strikers refused to remove the ties and yards that it became impossible to move the train. Village Officer Michael Lemon tried to arrest an engineer for violating the ordinance forbidding the blocking of crossings more than five minutes. The deputy marshals threw the policeman from the train. By this time the mob had become so boisterous that any further attempt to move the train was abandoned. District Attorney Milchrist said he would send additional forces of United States deputies with the complete injunction order before calling for the United States troops. Officer Lemon who tried to arrest Engineer Stifer on the train was arrested by Marshal Arnold for obstructing the mails. About 1000 passengers are delayed at Blue Island unable to get water or food. Supplies have been sent from the city.

The engineer and firemen deserted the engine which was to haul the Seventh regiment to Blue Island, and all the engineers and firemen who were called upon refused to take the engine. It was then stated that the train would be taken out by the officers. The train is made up at Fort Sheridan and is to carry the Fifteenth regiment to Chicago the moment marching orders are received.

DEFIANCE THE PROSPECTS ARE BRIGHT.

ST. PAUL, Minn., July 2.—Strike Manager Doyle today received dispatches from President Debs stating the prospects were growing brighter every hour, and that the officers of all the lines, regardless of organizations, will stand together. The Great Northern grievance committee will meet President Hill this afternoon and consider their complaints and terms. Their recent agreement is not being kept. They threaten to tie up the road unless their terms are agreed to.

A RIOT REPORTED.

SPRINGFIELD, Ill., July 2.—A riot is reported at the Wabash depot. Troops were used to disperse the mob.

WASHINGTON, July 2.—Government orders have been issued to see that the mail trains at Los Angeles south be allowed to move, were having been received that they have been held by the strikers.

DOLEY CALLS ON THE PRESIDENT.

WASHINGTON, D. C., July 2.—Upon receipt of the news that U. S. mail had been stopped at Los Angeles on the Southern Pacific road, Attorney General Olney called on the President and war department, and steps were taken to relieve the situation there, in line with the policy definitely determined on, of having mails go forward at all hazards.

IN OMAHA.

OMAHA, July 2.—Not a train has been moved by the Rock Island in Omaha today. The entire yard force has been discharged, except one crew to handle Sniffy street train.

The Union Pacific is not affected, except at Cheyenne.

MARSHALS OFF FOR TRINIDAD.

DENVER, July 2.—Five companies of the Seventh regiment, U. S. A., under the command of Colonel Ward and Lieutenant Baker, left this morning on a special train for Trinidad where the deputy marshals were disarmed yesterday by a mob. They should arrive at Trinidad at noon. The wires are cut and no news has been received from Trinidad since it struck last night.

The strike of the Union Pacific freight office struck at noon. It is rumored that telegraphers will be called out in support of the Pullman boycott.

SANTA FE GOODS CLOSED.

TOPEKA, Kas., July 2.—The Santa Fe shops close indefinitely at noon. The men had decided to strike. The company anticipated them by posting a notice of the closing of the works.

A THOUSAND MORE MEN STRIKE.

TOPEKA, Kas., July 2.—The local lodge of A. R. U., composed of 1,000 Santa Fe shop men, resolved to strike at noon today.

AT ST. LOUIS.

ST. LOUIS, July 2.—This morning the unloaded passenger trains got away without appreciable delay, being made up by yard masters, office men, etc., of the Terminal Railway association. The strikers have effectually stopped handling freight trains.

WHAT THE DECATUR STRIKERS DEMAND.

Beyond the trouble at Decatur, Ill., the entire Wabash system is in good order with all the men at their posts. The men out at Decatur have been notified that unless they return to work by noon today they will cease to be employes of the Wabash. The demands formulated by the Decatur strikers are that the wage scale and the rules in effect before the reduction made the last year, both as regards employes and officials be restored, but with the understanding that even this settlement cannot be made until the Pullman contest is ended.

No effort was being made by the Moline and Oale officials today to lift the boycott at Cairo, Ill., but it failed, Assistant General Manager Mann pleading before A. R. U. Director Keen, statements from striking M. & O. men certifying they were willing to return to work, the company having agreed to discontinue using Pullmans. Director Keen and Elliot declined to approve the plan, partly because offer of reinstatement by other strikers of such move. The mails are suffering severely from the strike.

STRIKE BROKEN AT EVANSTON.

EVANSTON, Wyo., July 2.—The strike is broken here and the hundred men have signed an agreement to go to work on call, including leaders of the American Railway Union.

SPECIAL TO THE NEWS.

EVANSTON, Wyo., July 2.—The strike is completely broken here. Nearly every railroad man in Evanston has signed to go to work when called.

SWITCHMEN DISCHARGED.

INDIANAPOLIS, July 2.—Twenty-five of the Panhandle switchmen refused to handle Pullman cars this morning and were discharged.

RETURNED TO WORK.

CHICAGO, July 2.—Half of the car repairers who struck on Friday on the Hocking Valley returned to work today.

Fatal Railroad Accident.

CRIPPLE CREEK, Colo., July 2.—The southbound passenger train on the Florence & Cripple Creek railroad, which was opened to the city on Saturday, ran off the trestle near Anacoda today. W. H. Miller, a passenger, was killed, and a number injured.

Miller was formerly under sheriff of Lake county. Frank Wesson, brakeman, was crushed between two cars and will probably die.

Succumb to Death.

SAN FRANCISCO, July 2.—Leon Smith, 11 years old, was burned to death by the explosion of a kerosene lamp in his father's house last night.

FROM THE PLAGUE DISTRICT.

A Steamer Arrives from Hong Kong and Yokohama.

SAN FRANCISCO, July 2.—The Pacific Mail Steamship company's steamer Peru arrived last night from Hong Kong and Yokohama. She is the first steamer to arrive from the district of the bubonic plague since it broke out in Hong Kong in May.

After leaving Hong Kong a case of the plague developed on board. A Chinese stiper in the engine room was taken sick and died in a few hours. At the Japan port of Nagasaki, the Peru was placed in quarantine a week.

New York Change.

NEW YORK, July 2.—The stock market opened weak. Pullman was lower (down 3), to 130; Sugar 2½ to 99; Distilling 1½ to 20; Rock Island and Western ½ to ½ lost ½.

THE STRIKE LOCALLY

Not All of the Trains Stop Running Today as Anticipated.

R. G. W. CARRYING PULLMANS.

The Strike May Cause a Coal Famine in This Locality.—Only Five Days' Supply on Hand.

It was pretty generally believed that the meeting of the strikers held yesterday afternoon would result in a complete tie-up this morning of the Union Pacific and Rio Grande Western roads. But such was not altogether the case though the boycott is on to an extent that may prove very disastrous to the people of Utah as well as to those of other parts of the country.

The through passenger train No. 2 of the Rio Grande Western, which was due in this city at 7:35, arrived on time and departed according to the regular schedule at 8:30, and, strange to say, carried a Pullman. A large crowd of the strikers, probably two hundred, were at the depot at the time and some of them sought to commit with the engineer and fireman but Mr. Welby protested against such a course of procedure and, assisted by Chief Pratt and a squad of fifteen policemen, carried his point and the train went on its way without any communication between the employes of the road and the men who have ceased to be such by striking.

There were no violent demonstrations and none are expected today. What may occur after tonight not a railway official was found today that cared to express an opinion. Inquiry at the Rio Grande office this afternoon caused Mr. Heinz to say that the latest advices, so far as they were able to ascertain, were that trains Nos. 2 and 4, operating on their route between here and Denver, were not being interrupted. Both carry Pullmans. No. 4, due here from Denver at 1:20 this afternoon, was two hours late but was headed this way and was expected to arrive all right. Strikes have been inaugurated on the Salina and Traffic trains and neither of them moved a wheel today. All freight traffic is practically suspended. The exception, so far as the Rio Grande is concerned, was the arrival this morning of two car loads of Castle Gate coal. Mr. Welby says that that victory was in doubt, but is certain of nothing.

Deputy Marshals on Board.

A telephone message was received by C. S. Bastian late yesterday afternoon from Superintendent Welby, of the Rio Grande Western railroad, asking him to send four of his deputies to O. Ogden to assist in getting out the westbound train which reaches Salt Lake about 8 a. m. Marshal Brignam and his men accordingly left on a special for the Junction city at 4 o'clock this morning and came down with the train on schedule time, a Pullman car being attached to it. There was no trouble experienced by the officers.

This afternoon, at 4 o'clock, six deputy marshals, again accompanied by their chief, started out once more for Ogden on a special, with the intention of seeing safely through the eastbound which leaves that place at 7 p.m.

The Union Pacific.

The strike is also very much of a mixed proposition on the Union Pacific. Some trains are allowed to run, others are side tracked and others are being delayed indefinitely.

The local train for Milford, which of course does not carry Pullmans, was allowed to depart on time this morning. But not so with the Ogden train, which leaves here daily at 9:30 a. m. The Utah Nevada, the Tooele county train and the Park City, however, are involved in the tie-up and are consequently not operating today. The worst of all is the delay of the morning mail train for the east which is held at the depot awaiting permission of the A. R. U. to move out.

"What are you doing in freight matters?" was asked of Mr. Eccles by a News representative today.

"Nothing," he replied, "absolutely nothing. We can only wait to see what develops. I have just arrived home and don't hardly know the condition of affairs and therefore do not wish to talk on the matter at all."

For Lack of a Fireman.

The practical workings of the great strike were unfolded to a Salt Lake audience for the first time this afternoon. The regular Ogden express train stood in the Union Pacific yard with steam up and Engineer McLean standing by his engine ready for the word of command to advance. He was, however, a captain without a company, for the indispensable "man in the left" had left otherwise and was not to be observed by the many observers who had flocked to the ground, some out of curiosity, others to mingle with the hope that the train would get a "move on" some time this afternoon, and others still in a performance way, being or having been employes and accustomed to be on hand at such times. It was said by some of the spectators that they had been approached with an offer of a job to "fire" to Ogden; but no one bit at the bait, and it may one had it is questionable if he would have been permitted to make the run, as experienced engineers demand experienced firemen and to work with one engine. It thus appears that the Brotherhood of Locomotive Engineers is not a party to the great movement, or lack of movement rather, at least, not yet.

A Singular Scene.

Deputy Marshal Boman Campbell, one of the four deputies who went up to Ogden this morning, informed a News reporter today that the "tie up" on the U. P. was the most complete thing of the kind he had ever witnessed. In a graphic way he described how the usage of mail lay around the depot there awaiting shipment, "the high as houses," and long lines of cars are standing on the rails filled with perishable articles in transit, including meat and fruit. Mr. Mr. M. Cannon says, everything has been orderly on the part of the railroad men.

Beach Trains Running.

The excursion trains to Garfield can be by as usual and may not be included in the boycott. The Salt Lake & Los Angeles doesn't operate Pullmans and are conveying their patrons to Saltair and back as usual. General Manager Clayton fears no trouble whatever from the strike. The same happy feeling prevails among the officials of the Union Central.

Scarcity of Coal.

Wadsworth & Morris, the coal dealers, were seen today and asked as to the amount of coal in the city at the present. Mr. Morris replied, "There is probably a supply of five days' coal on hand—certainly not more than six days and should the strike not be settled before that the result here can easily be imagined. It simply means that the street railway companies, the electric light and Denver Wonder, mills and all large manufacturers and consuming plants will have to suspend operations for lack of coal."

All of the companies named as well as many others in the city are dark coal, which produces just as much money and costs a great deal less money. But today they were compelled to buy lump coal and only unsatisfactory and insufficient amounts of that. They realize that the strike may bring great losses to them. The fact is that unless there is a settlement soon the city will be left in absolute darkness in a few nights, the street cars will stop running and hundreds of persons be thrown out of employment.

"LITTLE PUZZLER" ENTERPRISE.

Special Service by "Dummy" and Stage from Salt Lake to Ogden.

The strike has ended the officials of the Great Salt Lake & Hot Springs Railway company to hit upon a little piece of enterprise that is very much appreciated. The suspension of passenger train service between here and Ogden set Mr. Hamberger to thinking, and the afternoon he ran a special train from here to Centerville, with several Junction city passengers aboard. From Centerville they will be carried to their destination by stage, neither train making similar schedules will leave here at 8:30 tomorrow morning.

Meeting of the Strikers.

There was a big meeting of the local members of the American Railway Union yesterday afternoon beginning at 3 o'clock. In the morning, switchmen, firemen, brakemen and engineers received orders to obey instruction of President Debs, which meant they must all strike. A telegram from Debs was read advising immediate action, election of a committee, and stating that twenty-five lines were now tied up and that victory was certain.

The following telegrams were also read:

CHICAGO, June 30.—Instructions are to every man in railroad service in United States and the Dominion of Canada to quit. They will receive full protection whether members of the A. R. U. or not. All men will report and are unhinged on every road. Chicago is paralyzed and events are coming our way fast. Do no violence.

E. V. DEBS.

CHICAGO, June 30.—All Union Pacific employes are requested to leave the service immediately. Several minute men that report are now tied up and several car loads detained. There is no trouble to handle Pullman cars, but they are to be sorted there will be no settlement on any road until each man on every road is reinstated. This is a fight against combined capital and oppression and we are sure winners. Do no violence, but every man quit and stand firm. Put committees in charge and write name of committee. Report daily. Order to be passed and strike extends to Chicago.

E. V. DEBS.

The following circular issued by Debs was also read:

On May 11th the men and women employed by the Pullman Palace Car company at Pullman, Ills., struck. It was unanimously the opinion of the men that this was no time for the only, or even the leading phase of the trouble. It was for liberty, for the right to exist, and to protect, if possible, the vital part, the grip of a tyrant, who, through accepting his fatty gifts in the name of religion and science, was as remorseless as the imperious Caligula.

These people are members of the A. R. U., and of all who have joined its ranks, the most abused and beaten down. We promised them men and women promptly and have since the date first named been helping them to fight their battle, and will stay with them to the end.

In the meantime every effort has been made to have the Pullman company act justly. That committees have signified the officers of the company on numerous occasions to place the whole matter submitted to disinterested parties.

The great people of Chicago, the powerful Civic Federation, made up of the leading reformers of that city, have appealed to Mr. Pullman, even those connected with his own church, have labored to no avail. As a last resort, the delegates representing the American Railway Union, in convention assembled, sent a formal representation of the case, by telegraph, to Pullman, and received a reply that the Pullman palace cars and its employes, had order taking effect at noon, on June 26, 1894.

As a consequence, we now find ourselves confronted not only by the Pullman company, but by the combined railway corporations, through their general managers, and it is now a fight to weed the corporations represented by the General Managers' association, as allies of Pullman, and all railway employes without reference to organization, to quit, we want every good man's help.

To the end aided, call the A. R. U. depend on you to call on the officials of all labor organizations to ask for an immediate and co-operation.

If, in carrying out this order any employe is discharged, it is the duty of every loyal man to come in the course of our business.

Notify us on receipt of this circular and keep us advised of any developments. Keep on hand fully informed as to the situation, and stand your ground, and be sure at all times to remember, notwithstanding the expected discouraging reports of the enemy, whether it be the open foe or the knife of those who pretend to labor is confined to inflicting an unnamed living from on varps.

Finally, brothers, remember, and let that remembrance nerve your arm, that we are not a mere shilling's line for a temporary advantage, but in fighting the battle we lie more deeply and its consequences must be, on the one hand, our eternal good, or, if by treachery and apathy, defeat, infer's downfall, from which it will take years of suffering and endeavor to recover; that the struggle is somebody's Waterloo, see that it is not ours, do well your part, stand firmly in line with myself, I will join you.

Yours fraternally,

EUGENE V. DEBS, Pres.

After a lengthy discussion of the question it was decided by a unanimous vote to obey the orders of President Debs, and an adjournment was taken until this afternoon at three o'clock.

A Question of Title.

In the Third district court this afternoon J. M. Wheeler and Parks and Thompson filed a suit against the Victor Gold & Silver Mining Co., Wm. Grosstess and T. A. Clawson, in which it is prayed that a sale of the Victor Gold property by the sheriff to the defendant Clawson be set aside as fraudulent and void and that the property be adjudged to belong to have been equity owners company, subject to the lien of plaintiffs' judgment.

HAS HE JURISDICTION?

The Question Applies to Justice of the Peace P. Loofbie.

The Case Under Consideration Arises Out of Suits Against the Mercantile Protective Ass'n.

In Chief Justice Merritt's court greater part of the day has been consumed with the legal arguments in the case of the Mercantile Protective Association at at a Justice of the Peace Peter Loofbie, the point at issue being whether a justice of the peace has jurisdiction in civil actions for damages on account of injuries to character or reputation, or in cases of slander or libel. Upon the ruling of the district court in this case no fewer than twenty other suits brought against the association in the lower courts hang. Justice Loofbie has held that a justice of the peace does possess the jurisdiction contested, while Commissioner McNally and Justice Harvey have taken a diametrically opposite view.

The plaintiffs in each of the twenty suits now awaiting a hearing seek to recover damages from the defendant association for publishing their names in what is termed the association's "black list," thereby, as they claim, injuring their name and credit in the community.

The petition in for a writ of prohibition against Justice Loofbie to prevent him from trying one of the twenty cases, was made by Messrs. Dickinson, Dey & Dey, D. N. Kimball and O. W. Pike appeared. The petitioners were represented by Attorneys C. W. Bennett, H. J. Dunning and James H. Moyle, with Messrs. Dickinson and Richards on the bench.

Justice Loofbie was himself an interested spectator within the bar during the morning's arguments, and seems quite confident that his ruling will be adjudged by the district court.

The arguments were proceeding when the News went to press.

This afternoon Judge Powers joined the forces in Justice Loofbie's behalf.

To Appraise the Land.

The special Council committee, consisting of Newell, Clawson, Morris, Cohn and O'Meara, appointed to appraise the value of the ten acre block of land bounded by Seventh and Eighth West and Fifth and Sixth South streets, visited the ground this afternoon and were followed to meet at 4 o'clock. The ground in question is the tract last offered for settlement of the upper plain scamp.

City Will Pay Tomorrow.

The city will pay off its last week's accounts tomorrow instead of the fifth in order that creditors may have their money before the Fourth.

Cedar City Coal.

Mr. W. A. Cooper, who has just returned from Cedar city was exhibiting a fine specimen of coal brought by him for that place from one of the new claims just being developed. The article is dug from the ground four miles from Cedar city and sells at $5.50 per ton there.

Mr. Isaac's Improving.

The friends of Mr. J. C. Isaac, the gentleman who was made the victim of a severe accident near the main track a few days ago, will be pleased to hear that he is slowly improving and that his personal recovery is now more for by his relatives and the attending physicians.

Land Office.

Filings in the local land office under date of July 1st were as follows:

Peter Larson Nordfelt, of Gunnison, Sanpete county, Utah, homestead entry of the south-east quarter of the southwest quarter and the east half of the southwest quarter of section 30, and lots 3 and 4 of township 20 south, range 1 east.

Jacob Gibson, of Nephi, Juab county, homestead entry of the west half of the southeast quarter of section 25, township 13 south, range 1 east.

Angelina W. Hinckley, of Fillmore, Millard county, homestead entry of the east half of the southwest quarter and the southeast quarter of the northwest quarter of section 33, township 22 south, range 3 west.

The names case of Carl Sorenson vs. Harry L. Miers was begun in the local office today. The land involved is in the southern part of Salt Lake county.

Cases Dismissed.

The cases in which three peddlers, named Putnam, Harmon and Manning, were charged with selling vegetable products without a license came up in the police court today and were dismissed on motion of the prosecution.

ALL OUT AT OGDEN.

Strike on in Full Force Today at the Junction.

STATES OF MAIL AND BAGGAGE.

The Southern Pacific Arrives in City to Freight for its Local Passengers.

SPECIAL TO THE NEWS.

OGDEN, July 2.—The Pullman boycott assumed greater proportions yesterday and the situation is now critical. No train left on the Union Pacific for the East, and trains over the Oregon Short Line were suspended. All the enginemen and firemen quit the employ of the company on Saturday night, and the shop men and enginemen joined the ranks of the strikers yesterday morning. The mail train which should have gone out at 8 a.m. still stands on the track, and the Union Pacific and Oregon Short Line trains were annulled last evening.

After a severe struggle, the Rio Grande Western trains which should have arrived on Saturday came in, one extremely late late and the other eight hours behind time. The train yesterday afternoon arrived at 4:30, two hours behind regular schedule time.

So far as the Southern Pacific is concerned, matters on that system remain in a similar condition to that which has existed during the past three days. The company is firm and determined and the men are similarly so. The bulletin posted at the Union Depot yesterday from A. N. Towne, general manager of that road, and addressed to "Delayed passengers and others," stated that the situation was more critical than hitherto. Several incendiary fires had broken out, a bridge on the Shasta division being almost totally destroyed.

The company's depot at Sacramento was surrounded by over three thousand infuriated men who refused to allow a locomotive to be moved. The sheriff had but little or no control over them, and a serious outbreak was anticipated.

The tracks at the Union Pacific depot here are almost blocked with cars and coaches of every description, the baggage rooms are filled with baggage and mail for all points east and west. The express offices are becoming packed with express matter. The platform and waiting rooms contain about 300 stranded passengers, 250 of which are destitute of proceeding west and the remainder are eastward bound.

THE CHARGE IS ...

OGDEN CITY, Utah, July 2.—[Special.]—Up to 2 o'clock the Southern Pacific had made no changes. Supt. H. W. Knapp communicated with Manager Blough stating the circumstances of the delayed passengers. He also said that something should be done to provide for these people. Exactly what the mayor will do in regard to this is as yet unknown.

The arrival of the Utah & Northern this morning has seen the closing of all lines on the Union Pacific system. No trains will leave Ogden over that road today.

The yard switchmen struck this morning. The Rio Grande Western is the only road now moving a wheel in the yard.

Marriage License.

The county clerk today issued a marriage license to James P. Russell, 21, and Lizzie McKellar, 23, both of Ogden.

THE TANGY HABEAS CORPUS.

Postponement of the Hearing Yesterday, at Counsel's Request.

The hearing on the petition for a writ of habeas corpus by Mrs. Sarah J. Tangy, who is seeking to recover her two children—aged four and two years—from one Herbert Sheffield, under circumstances previously stated in these columns, had been set for today before Chief Justice Merritt, but by arrangement between counsel (Jones and Schroder and C. O. Whitelmote) the matter has been indefinitely continued.

The father of the children died at Kayesville, in August, 1893. Petitioner says that she placed the little ones in the temporary care of Henry Morgan while she attended her husband's funeral; that on her return he refused to surrender them and transferred them the following September to the respondent, who has ever since kept them. Sheffield, in reply, alleges that Mrs. Tangy is not a fit and proper person to have the custody of the children and sets forth his reasons.

At West Jordan.

An interesting ward conference was held in West Jordan, Salt Lake county, yesterday. There were two meetings, one at 10 a. m. and the other at 2 p. m. Presidents Woodruff, Cannon and Smith were present, and occupied the time, except that taken for the necessary business of the conference, in giving instructions to the people. There was a very large attendance and the meetings were greatly enjoyed.

Love's Assailant.

Charles Crosmilin, the Omaha man arrested and imprisoned for stabbing Neal Lowe, was released from the city jail afternoon on his recognizance. His face presents one of the most horrible sights, discolored and mixed as it is beyond description. It only requires a chance to show that he was the victim of frightful punishment during the row in which he turned the pocket knife into young Lowe's lung. The latter is now thought to be beyond his cooper line and his recovery is considered to be rapid.