

that no injury may result to any one on account of it, that is, if the order is not complied with before. I trust the marshal in the execution of the order will use extraordinary caution and care that no injury is done. Now, the order being made, the effect of it may be considered hereafter."

OGDEN, Utah, April 11, 4 p. m.—The ruling of Judge Miner, which follows, is accepted as defining the power and the authority of the Territory. It was supposed and declared by many that it was a case for which no remedy could be found, but it is now demonstrated that the court can step in and protect the lives and property of the citizens of the Territory. It is believed here by the most conservative men of all classes that there was but one course for the court to pursue, and that was the one clearly marked out by the ruling this afternoon.

The S. P. officials state they will now bow to the decision of the court. In case any of the Kelley army are found here tomorrow morning at 10 o'clock they will be promptly placed on board of S. P. trains and deported from the Territory.

The Salt Lake police left Ogden on the 3:20 train this afternoon over the U. P. for home and are due there at 4:30.

EVANSTON, Wyo., April 12.—The Kelly army is no longer on Utah soil, it having crossed the Wyoming state line shortly before 7 o'clock this morning. So far as that contingent is concerned, it is gone from the West forever and the East will have a taste of what has been experienced here the last few days. When the army marched from Ogden last night, it was under the guard of two companies of infantry and of the cavalry. It camped temporarily about three and a half miles from the Junction City, but later fell in line and tramped to Uintah, four miles further, near the mouth of Weber canyon, where the men halted at midnight, built fires and waited to take possession of a U. P. freight train, which, it was surmised, had been arranged for them to capture that no blame, responsibility or odium might attach to the company for transporting paupers from one state to another.

This arrangement was freely discussed by the army leaders as having emanated from the Southern Pacific as a quasi-repentance for foisting the helpless unfortunate men on Utah, and a bid for the forgiveness of the people of that Territory.

The hold-up of the train was a remarkable proceeding, as the engineer, conductor, brakemen, and even assistant superintendent O'Neill of the Wyoming division, who were in charge, were perfectly submissive and became as clay in the hands of General Kelly and Colonel Baker, who proved to be most skilful plotters.

The train was an immense one, consisting of thirty-five cars, twenty-five of which were closebox, seven open and one caboose. There were two engines. The NEWS correspondent witnessed the capture, boarded the train, and start with the army accompanying it as far as Evanston.

One company of the Utah militia, under command of Colonel Tatlock, followed to Wasatch, near the line,

but did not cross, it being against the law for a body of armed men to go from one state to another or for the militiamen to go out of the Territory while in service. That part of the militia camped in a special car at Wasatch during the day. It will be attached to the westbound passenger at 12:30, and is due in Salt Lake at 4:30 this afternoon.

Colonel Tatlock is feeling pretty well today considering the severe shaking up and bruising he received last night by a fall from his horse while galloping along at the side of Captain Gilbert, of cavalry company A, at 10 o'clock last night.

The army has plenty of good provisions for four days. It will reach Cheyenne at noon tomorrow, where arrangements for more food and a brief rest will be made. It breakfasted hastily at Evanston today, from the commissary provided by Utah, and will make a stop at Green River for supper tonight.

A dozen or fifteen men deserted here to hunt work at the Almy coal mines. Others will leave at Rock Springs, and as army life will become irksome to scores of others, they will drop out before the Missouri river is reached.

General Kelly said this morning, however, that he expected to carry at least four-fifths of the present enlistment to Washington, and that accessions innumerable greater than the desertions are being made.

OGDEN, April 12, 1894, 3 p. m.—The 3 o'clock passenger from the East over the Union Pacific arrived promptly on time, carrying within on a special car Col. Tatlock and the Denhalter Rifles and Utah Militia and representatives of the Salt Lake daily papers.

A train was met at the depot by Governor West and Secretary Richards. Drawn up on the north end of the building on the depot grounds were the Norden military company of Salt Lake and an Ogden company. Governor West spoke to the Utah National Guard, thanked them for their efficient service and complimented them highly on the work they had done.

The Governor and the Salt Lake companies of the Utah National Guard leave Ogden for Salt Lake City on the 3:20 train, which will arrive in Salt Lake at 4:30 p. m.

The Workingmen's association of Ogden are circulating a petition to abolish the chain gang. It will be presented to the city council. They give as a reason that it is a work of bad behavior and an expense to the city.

Everything is quiet in Ogden this afternoon.

CHEYENNE, Wyo., April 12, 3:20 p. m.—The California contingent of Coxey's industrial army, which was held at Ogden for two days pending the controversy between Governor West and the Southern Pacific railroad, has finally resumed its journey eastward and the motley crowd is now making its way across Wyoming. There were a number of accessions to the army at Ogden and it numbers sixteen hundred now.

The army captured a train of Union Pacific coal cars at Uintah station, near the Utah line, last night. It was useless for the trainmen to offer resistance, so they agreed to haul the men

to Evanston, the end of the division. The men filled the twenty cars, five of which are open coal cars, and were brought into Evanston this morning. Mayor Winslow presented them with six heaves and they were hurried on to Piedmont, a small station a few miles this side, where a stop of two hours was made in order to allow the men to eat their breakfast.

The Union Pacific company has decided to hurry the men through to the Missouri river as rapidly as possible, permitting the train to stop only at small stations. The citizens of Rawlins will furnish food for the men's supper and a stop will be made for them to eat at the first station east of that place. The train is expected to arrive in Cheyenne at about 8 o'clock tomorrow morning. Mayor Stahl and City Marshal Carr have made preparations to supply the men with food, which will be sent out to the Colorado junction five miles west of the city. Governor Osborne at first contemplated calling out the militia to accompany the army across the state, but when the train arrived at that place the men were so orderly that he decided it would be entirely unnecessary to do so.

Assistant Superintendent Garrett O'Neill of the Wyoming division is accompanying the army from Evanston. He telegraphed this morning that no trouble had been experienced anywhere along the line. The men are orderly and promptly obey the orders of General Kelley, their commander.

The train reached Laramie at 9 o'clock this morning and a stop of a few minutes was made to take on two heaves and 900 loaves of bread furnished by the city council for the men's breakfast. Judge Blake had ordered out company A of the Wyoming National Guards to see that none of the men left the cars, but the militia was not needed. The train was then run to Red Buttes, thirteen miles south of Laramie, where a stop of two hours was made to enable the men to cook and eat their breakfast. The citizens of Rawlins furnished provisions for their supper and they were permitted to eat just outside the city limits.

Mayor Stahl, of this city, has secured three heaves and 1,200 loaves of bread which will be given to the men when the train arrives here, but they will not be permitted to eat until they have proceeded several miles beyond the city.

The Union Pacific officials here are endeavoring to keep the route of the army from this point a secret, but it is almost certain that the train will be sent south from here to Denver. The Union Pacific will then have hauled their unwelcome guests more than 600 miles, and the officials no doubt figure that if the men are unloaded in Denver, where there are several competing railroads, another company will have the privilege of transporting the army to the Missouri river. Another thing that has probably influenced the railroad officials to take this action is the determination expressed by Governor Jackson not to permit the army to enter Iowa. Governor Waite does not appear to object to their coming into Colorado, consequently the Union Pacific officials do not apprehend any difficulty in landing the army in that state.