

the use of Pullman cars is, as petitioners are advised and believe, wholly due to an attempt on the part of the receivers to compel the use of Pullman cars out of sympathy with and through their desire to assist the Pullman Car trust in sustaining its fight against its employes. Petitioners further express their belief that traffic can be resumed simply by the receivers suspending the use of Pullman cars, and the pursuits of petitioners be continued as heretofore.

They therefore pray that the court enter its order that the receivers proceed to operate the road in the carrying of freight, United States mail and passengers, and in such other capacity as has heretofore been customary; that so long as the use or attempted use of Pullman cars interferes with or in any manner obstructs or tends to obstruct the management or operation of the road or system the receivers dispense with the same and continue to operate the road without the use of Pullman cars.

The adjourned mass meeting of the strikers was held late yesterday afternoon in the Tunnel. Several hundred railroad men were in attendance and they came from every branch of the service except engineers, who still make the claim that there is no reason why they should strike. The following telegrams were read by the secretary, who was loudly applauded in each instance:

CHICAGO, July 1.—Wire your congressmen and senators immediately urging their support to Senator Kyle's mail train resolution. Our prospects are growing brighter everywhere. All employes, regardless of organization, are supporting us. Employes of all lines will stand together and none will return until all are reinstated. E. V. DEBS.

CHICAGO, July 1.—Pullman boycott applies to Rio Grande Western, and all other roads pledge full support to all, whether members or not. E. V. DEBS.

CHICAGO, July 2.—Was too busy to give information desired. Strike now embraces about thirty roads; gaining ground everywhere. E. V. DEBS.

GRAND JUNCTION, July 2.—Boycott is on here again to stay, at 1 p. m. C. H.

LOS ANGELES, July 2.—Resolution in press is fake. Out of one hundred engineers here, ninety-seven are with us till the end. Train men, firemen, car men, shop, section and bridge men solid. Sure to win. W. H. C.

HELPER, July 2.—Waiting for orders from Debs; meeting tonight. J. F. G.

OGDEN, July 2.—Members of local A. R. U. No. 25 will not resume work without orders from Debs. SECRETARY.

CHICAGO, July 2.—Following received from Grand Junction: "We stand firm and have support of B. of L. E. and B. of L. F. Call out Helper, Salt Lake and Ogden." Take action at your end and at Helper." E. V. DEBS.

Numerous speeches were made and sympathy manifest for the strikers everywhere. The Brotherhood of Locomotive Engineers was denounced almost vehemently for its refusal to participate in the boycott. An adjournment was taken until 3 o'clock this afternoon, at which time the situation will again be discussed.

At 5:30 yesterday afternoon Attorney P. L. Williams presented a second petition and order to Chief Justice Merritt just as he was leaving the bench for the day. The petition asked

that a sufficient force of United States marshals be detailed to protect the property of the U. P. railroad and particularly to prevent the men on strike from frequenting the yards and depots and interfering with those employes who were willing to work. Judge Merritt decided to take the matter under advisement till 10 o'clock this morning; but Attorney Williams approached his honor at 10:30 the same night and besought him to sign the order there and then, the case being an urgent one. The court did so and the order was acted upon about 7 o'clock this morning, at which time U. S. Marshal Brigham and some thirty-six deputies (the large majority of whom were "specials" for the occasion) left by train over the U. P. for Ogden.

At 3 o'clock this afternoon the Union Pacific officials in this city stated that an engine had gone up from Ogden and that the delayed train had started again all right, and was moving without being molested.

OGDEN, Utah, July 3.—At 9:30 this morning arrangements for taking out the long delayed eastbound mail train had been completed and engine No. 1807, surrounded by deputy marshals and driven by Ed Lindsey, with W. D. McFarland as fireman, backed up and hitched on to a train of six Pullmans, six coaches and four mail cars.

As the engine was being coupled on the train the strikers shouted "scab!" and forced themselves forward. It was with much difficulty that they were kept back from the engine by the deputies. As the train was about to pull out of the yards a Mr. Crosby, a striker, appeared on the scene and accused McFarland, the "scab" fireman, of having stolen his hat, and identified the one then worn by "Mac" as being his property. At this accusation a gentleman stepped into the cab, informed "Mac" that he had on another man's hat and threw it to the ground and placed his own "Mac's" head. Officer Sullivan was asked to arrest the man for theft but he refused, stating that a warrant was necessary. A warrant was obtained, but the train had succeeded in getting out, and a dispatch was immediately sent to the sheriff at Echo to stop the man. An attempt doubtless will be made this afternoon to move a Southern Pacific train out.

OGDEN, July 3, 1894.—[Special to the DESERET NEWS.]—Upon the arrival at Uintah of the train which left Ogden this morning for the east the engine there used as a "pusher" was found "dead." The train stopped, it being impossible for one engine to pull it through the canyon. It will remain there until some arrangement is made to send another engine from Ogden.

The condition of the strike, so far as the S. P. is concerned is unchanged, except that it is continually drawing tighter.

The Rio Grande southbound last night was delayed about ten minutes caused by the fireman refusing to go with the train with Pullman's attached. He had no sooner stepped from his place in the cab than the master mechanic stepped in and the train pulled out like a streak of lightning. Several deputies stood close by in order to protect the men who were taking out the train, but no disturbance

was raised and their services were not needed.

Arrangements were made yesterday by the several railroad companies to provide for the destitute passengers who are delayed here; those of them who hold second class tickets were given meal tickets on the Central hotel, while those who have first class tickets receive nothing, they being thought able to care for themselves.

The posting of the order from Judge Merritt last evening resulted in a great number of strikers returning to their work this morning.

The delayed passengers held a meeting at the depot last evening to decide what steps they should take in order to be relieved of their present situation. Two committees were appointed, one to wait on Superintendent Knapp and ask that a train without Pullmans be provided them without delay to carry them to their destination; the other to call upon the A. R. U. and ascertain of that body if they would be willing to man such a train and carry them through.

After the close of this meeting a rousing meeting was held by the strikers at the A. O. U. W. hall. Miss Beck, of Chicago, delivered a speech to the crowd assembled on the "situation at Pullman," or the "cause of the strike." After this meeting adjourned the A. R. U. met in private session to consider the question put before them by the delayed passengers.

A number of deputy marshals were sworn in last night and at 7 o'clock this morning were at the depot for the purpose of protecting the men who went to work this morning in place of the strikers.

The Union Pacific from Salt Lake this morning arrived on time bringing Marshal Brigham and a number of deputies. The 9 o'clock train for Salt Lake pulled out on time and unmolested. The Utah Northern pulled in backwards but on time.

LOCAL EDUCATORS.

DR. TALMAGE.

Prominent among the educators of Utah, is Dr. James E. Talmage. Coming to the Territory in his boyhood, he entered the B. Y. Academy at Provo, and upon completing the course of study of that institution, he was called to be an instructor, which position he held for some time. Animated by a desire to be possessed of a well stored mind, he went east and pursued advanced courses of study both at the universities of Lehigh and Johns Hopkins, giving special attention to the sciences. Returning here he again became an instructor in his alma mater at Provo, from which institution he came to this city, having been called to the principalship of the Latter-day Saints' College. After four years of service in the college, he was chosen professor of science in the Church University. Remaining in that institution for a period of one year he was next called to the presidency of the Utah University. Dr. Talmage has made several visits to Europe where he has studied closely the educational system of the Old World. He is now in London attending a course of lectures and the meeting of the Royal Microscopical Society, of which he is a member. Dr. Talmage is the only one in the West on whom this distinction has been con-