

## THE RAILWAY MEN'S STRIKE.

OGDEN, Utah, June 30.

The climax in the Pullman boycott here so far as the Southern Pacific is concerned was reached yesterday afternoon when all the switchmen, shopmen and yardmen came out and declared a strike. At 6 o'clock last evening the company took action, when the employees in every department were laid off indefinitely. At present the company has virtually retired from business. The trains are tied up over the entire system. The train which left Ogden at 4 p. m. on Thursday is held at Reno, and the one which left at 2 a. m. yesterday is corralled at Carlin. There is not a wheel that revolves on the entire system. The order has been issued to stop the sale of tickets at all points on the road and no freight is being received or delivered.

When it became known yesterday that the 4 p. m. train had been abandoned, something approaching a panic occurred among the passengers. Those who held through tickets to San Francisco and other points in California, were naturally desirous to proceed to their destination but the necessary conveyances were not there to carry them. They proceeded in a body to Superintendent Knapp's office and asked him what accommodations the company would provide for them while detained here, stating that a great portion of them had not the necessary means of remaining. Mr. Knapp communicated to headquarters at San Francisco and received a reply to the effect that the company would make no provisions for the passengers, as they were not under their care, the company having suspended business prior to their arrival here.

This raised the ire of the passengers and they immediately appointed a committee of three to consult with an attorney and ascertain if possible what legal standing they had in the premises. Judge Rhodes was retained by them, but what the outcome will be has not been learned. Judge Rhodes taking the matter into consideration. The passengers are determined to pursue the matter to the end, and think they will receive their rights from the courts.

At the adjourning of this meeting a meeting of the A. R. U. was held at which the officers of the union were endorsed in ordering the Pullman boycott. The men are firm and will not handle Pullman cars. The meeting arrived at the conclusion that should the roads refuse to handle Pullman cars and reinstate the men who have been laid off for taking part in the strike, the boycott will be at an end.

OGDEN, Utah, June 30, 1894.—The Rio Grande Western was tied up this morning, and no trains carrying Pullman cars will arrive here until the difficulty is settled. The general opinion among the railroad men today is that tomorrow will see the tying up of the Union Pacific. A special meeting of the A. R. U. will be held tonight, and no doubt will result in the closing of all the lines.

FROM MONDAY'S DAILY, JULY 2.

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 7:55, arrived on time and departed according to the regular schedule at 8:05, 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 consult with the engineer and firemen 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 employees 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. Heintz to say that the latest advices, so far as they were able to ascertain, were that trains Nos. 2 and 4, operating on their road 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 Tintic 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 expects more coal in tomorrow, but is certain of nothing.

A telephone message was received by U. S. Marshal Brigham last midnight from Superintendent Welby, of the Rio Grande Western railroad, asking him to send four of his deputies to Ogden to assist in getting out the eastbound train which reaches Salt Lake about 8 a. m. Marshal Brigham 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 strike is also very much of a mixed proposition on the Union Pacific. Some trains are allowed to run, others are side tracked and cannot move until conditions change.

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 Tintic branch, 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."

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 to 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 no doubt with the hope that the train would get a "move on" some time this afternoon, and others still in a perfunctory way, being or having been employees and accustomed to be on hand at such times. It was said by some of the bystanders that they had been approached with an offer of a job to "fire" to Ogden; but no one bit at the bait, and if any one had it is questionable if he would have been permitted to make the run, as experienced engineers demand experienced firemen and will work with no others. 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.

Deputy Marshal Boman Cannon, 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 bags of mail lay around the depot there awaiting shipment, "as high as houses," and long lines of cars are standing on the rails filled with perishable articles in transit including meat and fruit. So far, Mr. Cannon says, everything has been orderly on the part of the railroad men.

The excursion trains to Garfield ran today as usual and may not be included in the boycott. The Salt Lake & Los Angeles does not 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 Utah Central.

Wostenholm & 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 Deseret Woollen mills and all large factories and manufacturing plants will have to suspend operations for lack of fuel."

All of the companies named as well as many others in the city use slack coal, which produces just as much steam and costs a great deal less money. But today they were compelled to buy lump coal and only un-