

Counsel next submitted the following for the signature of the court, if satisfactory to his honor:

On filing and reading the petition of the receivers herein, duly verified on their behalf by P. L. Williams, it is ordered by the court that all the employees of said receivers within the Territory of Utah and the jurisdiction of this court who declined to perform the service and duties for which they were employed in and about the operation of the said railway lines of the said defendant companies, and now in the hands of said receivers, are hereby required to decide not later than seven o'clock tomorrow morning, July 3rd, whether they wish to remain in the service of the court and are willing to perform the duties required by them as such employees, and in the event that they decline, refuse or neglect to return to the performance of their said duties by the above stated hour, you the said receivers, are hereby directed to permanently discharge each and every one of them from your service and employ other persons to perform said service.

Said receivers are also hereby ordered and directed to give notice to such employees by "bulletining" the substance of this order at all division terminals and other principal stations, and circulating information of the same amongst such employees as fully as practicable, and otherwise circulating information of this order as fully as practicable.

Judge.

Dated July 2nd, 1894.

Judge Merritt asked Mr. Williams to hand all the papers to him and said he would pass upon the matter at 2 p. m. today.

Counsel urged, however, that the case was one of exigency and that therefore no time should be lost in issuing the order. He hinted that delays had sometimes dangerous ends.

Judge Merritt thereupon stated that he would pass upon the matter at noon.

At twelve o'clock Attorney Williams again presented himself and Judge Merritt attached his signature to the foregoing order.

OGDEN, July 2.—The Pullman boycott assumed greater proportions here yesterday and the situation became more critical. No train left on the Union Pacific for the East, and traffic over the Utah & Northern was suspended. All the switchmen and yardmen quit the employ of the company on Saturday night, and the shopmen and car-cleaners joined the ranks of the strikers yesterday morning. The mail train which should have gone out 8 a. m. still stands on the track, and the Union Pacific and Utah and Northern trains were annulled last evening.

After a severe struggle, the Rio Grande Western trains which should have arrived on Saturday came in, one seventeen hours 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 desirous of proceeding west and the remainder are eastward bound.

OGDEN CITY, Utah, July 2.—[Special.]—Up to 2 o'clock the Southern Pacific had made no changes. Supt. S. W. Knapp communicated with Mayor Brough 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.

FROM TUESDAY'S DAILY, JULY 3.

The officials of the local railroads are at the bat today and trains are moving with non-union men in charge. The Union Pacific Chicago Limited Fast Mail pulled out for the East at 7 o'clock, promptly on time this morning.

A large number of strikers saw it depart, but as there was a squad of officers present to see that peace was maintained, no lawlessness was indulged in. The train had on board a posse of deputy United States marshals and was supplied with one Pullman and its usual equipment. The mail car was taxed to its utmost.

The regular engineer and conductor filled their respective places as the orders to which that class of railway men belong have up to the present not joined in the boycott. The fireman was not a "scab" in the full meaning of that term but was the assistant master mechanic of the machine shops. The train reached Ogden all right, and, after a brief delay at that place continued on its run eastward towards Chicago.

The train for Tooele went out this morning with two days' mail and a number of delayed passengers. The train for Milford and intermediate points left thirty minutes late. The one from the north arrived here on time at 10:10. An incident in connection with its arrival was the abandon-

ing of the train by the fireman, who got down from his place, dinner pail in hand, saying he had not joined the strike before, but had now concluded to stay with the boys. As he thus expressed himself a faint cheer went up in his behalf from the strikers, who rushed about him to grasp his hand and congratulate him on the stand he had taken.

The Union Pacific gave its employees until this morning at 7 o'clock to return to work. That order applied to every branch of the service but was wholly ignored by the strikers and their places were being rapidly filled during the day by the non-union men, a fact that has stirred up a stronger feeling in the breasts of the boycotters than any other occurrence during the struggle. All new men, whether union or non-unionists will be retained permanently, say the railway officials, who accept positions now. They also declare that they will be protected from all violence.

What is true of the Union Pacific today applies in the main to the Rio Grande Western. That road is operating its trains without molestation but with "scab" labor outside of the conductors and engineers. It brought in a considerable amount of eastern mail last night, and trains have been running on schedule time throughout the day. They are guarded by deputy United States marshals who constantly accompany all trains on their course of travel.

The troops stationed at Fort Douglas were ordered to remain in garrison during the day. This action is simply taken as a precautionary measure and does not imply that there is immediate danger. This order prevented the football team going to Mantle today to play with the boys at that place tomorrow.

A pretty large shipment of fruit left Ogden by wagon this morning for Centerville at which point it will be transferred to the great Salt Lake & Hot Springs road and brought to this city this evening. In this connection it can be stated that neither of the big roads is running freight trains.

An answer has been filed in the Third district court by Attorney Armstrong, on behalf of the members of the American Railway Union et al, to the order issued yesterday by Judge Merritt on the strength of the petition filed by the receivers of the Union Pacific railroad. The document is a lengthy one, and among other matters it is set forth that petitioners are advised that the receivers refuse to permit trains to move and to operate the Union Pacific railroad and system, except upon the condition that Pullman cars be used and operated also. That by reason of the refusal of the employees of the Union Pacific to operate its trains with Pullman cars the receivers have discharged and are continuing to discharge and threaten to discharge their employees; and have by such course caused a strike among the employees, and the tying up and suspension of business on the road; that the road and trains can be operated without the use of Pullman cars and that freight, United States mail and passengers can be carried over the road without the use of Pullman cars; that the refusal of the receivers to suspend and do away with