

I understood that property was to be relinquished by the government under the general compromise.

To the court—I knew that Mr. Peters thought the government had very slight chance of success in a suit for the Council House property; had heard him say so, and I remember having had an understanding that the suit for it was to be dismissed; I presume I drew the decree as I did in consequence of a general understanding that the government was to abandon that property; I am not willing to admit that the decree is incorrect. In a conversation between Mr. Peters, Mr. Richards and myself, Mr. Peters said he thought he would dismiss as to the Council House corner; he did not deny that, at an interview between Solicitor-General Jenks, Mr. Richards and himself an understanding was entered into under which the government was to relinquish all claim to the Council House corner, and he partly promised that he would dismiss the suit. When I asked him later to dismiss the suit he told me to ask Mr. Williams to do it; I did so, but Mr. Williams refused; Mr. Peters told me he understood the suit was to be dismissed, that he thought it ought to be, but he preferred that Mr. Williams should do it.

To Mr. Richards—It was the understanding between you and me that I should offer testimony as to the titles to all claimants to portions of the Constitution lot, except the corner, and that as to that there was to be a dismissal; this was my understanding with Mr. Peters.

Mr. F. S. Richards was examined by the court—I take the position that the decree was drawn in accordance with an agreement with counsel for the government; that it was framed just as it should have been, and I should resist any proposition that there was either error or fraud in it.

The witness narrated the negotiations between himself and Col. Broadhead in behalf of the Church, and the Solicitor General and Mr. Peters, in behalf of the government, which resulted in the compromise, and an understanding that all suits should be terminated.

To Judge Judd—I was one of the incorporators of the Literary & Scientific Association; we obtained our title from H. S. Eldredge; who gave us the property; it was to be devoted to a museum, and scientific and literary purposes; Eldredge got his title from the trustee-in-trust; the Association rested confident that its title was good; one reason why the property has not been improved is because of a disagreement in the Association as to which part of its land it should sell; it had to sell one part to improve the other as it had no means; there is not, nor has there ever been, a question in my mind of the ability of the Association to maintain its title.

Adjourned till 7:30 p.m. Sept. 20, to Judge Zane's Chambers.

After announcing the adjournment, Judge Stone said he would like to have the attorneys in the

case prepare to argue the following questions:

1. Is the final decree of the Supreme Court of the United States a bar to further pursuit, by the government, of property not named in the finding of fact; and if so, is the receiver responsible in any degree, for the decree, or for the statement of facts upon which it is based?

2. Is the decree in the case of F. H. Dyer, receiver, vs. H. S. Eldredge, a bar to any further claim by the government to what is known as the Council House property; and if so, is the receiver in any way responsible for it?

THE CARMEN'S STRIKE.

The motormen and conductors of the Salt Lake City Railway Company's system, struck last midnight. The following, adopted Tuesday, Sept. 16th, at a meeting of the railroad employes, held in the rooms of the Federated Trades Union, gives the reason for the movement:

SALT LAKE CITY,

Sept. 16, 1890.

At a meeting of both shifts of the Street Car Men's Union the following resolution was unanimously adopted and signed by 125 members:

Resolved, That we, the undersigned members of the Street Car Men's Union, withdraw from the employ of the Salt Lake Street Railway Company until such time as the company see fit to recognize the union and grant our request.

WHEREAS, The Street Car Men's Union of this city, after negotiating for a week with the Street Railway Company with a view to being relieved of the duty of cleaning their cars and machinery at the close of their day's work, which occurs at midnight, were refused recognition by the company, which declined to notice either the union or the committee sent by the union and Federated Trades.

This paper was presented to Superintendent Read, and he declined to accede to the request of the men or to recognize the union; hence the strike.

In consequence of the action of the men the service of the company has been more or less crippled, but not suspended. A limited number of cars have been running all day, with a prospect of increasing, as the company is obtaining new hands without much difficulty. There was some excitement at the "clock corner"—the junction of Main and First South streets—which is the center of the system. A large number of car men congregated at that point, and a crowd of spectators also assembled in the vicinity. As the cars were ready to start they were surrounded and uncomplimentary remarks were made to the men who were running them. As each car started on a trip, during the forenoon, the departure was greeted with a shout from the bystanders.

In the crowd at the "clock corner" were several policemen, who were on the ground presumably to preserve order. They wandered around in a sort of aimless fashion

that was not particularly awe-inspiring. It is to the credit of the strikers that although manifesting considerable feeling, they made no attempt at violent interference with the running of cars or toward the men who were working them. There were some isolated instances of threats, but these should not be charged against the men as a body.

It was learned this afternoon, from the secretary of the company, that fifteen cars were running and that one hundred applications for situations as motormen and conductors had been received.

Between six and seven o'clock Sept. 16th, the striking motormen and conductors paraded the business centre, headed by a band, and bearing a flag and a number of transparencies. The latter read as follows:

"Our cause is just."

"We ask the public to bear patiently with us in the battle for our rights."

"We did not make a demand; we only made a request."

"We caution the public against riding on the cars with incompetent men."

"We organized for the protection of the company as well as ourselves."

"We will not clean the cars."

"We are ready to resume our duties when the company accede to our reasonable request."

There were sounds of cheers at intervals along the line of march, but with this exception all was quiet. The greater portion of the spectators gave no sign as to whether they sympathized with the strikers or not. During the afternoon and evening, strikers would board cars and endeavor to prevail upon the non-union conductors and motormen to quit. In numerous instances they were successful, but other non-union men stood ready to take many of the places made vacant.

The Carpenters' Union last evening adopted the following:

Resolved, That all members of Carpenters' Union 489 refuse to patronize the Salt Lake Street Car line till the company grant the demand of their men, and that we will assist said men with our means.

That a copy of these resolutions be spread on our minutes, a copy be sent to each shift of car men, a copy to Superintendent Read, and to the morning papers.

RICHARD STEWART, Pres.

MONROE BUSH, Rec. Secy.

September 17th the situation remained practically unchanged. The company have 27 cars in regular use, and of these 14 ran on a twenty-minute schedule all the forenoon, with the exception of Second South Street, the cars on which made half hour trips.

The conductors and motormen continue firm in the position they assumed at the strike, and so does the management of the company. New men are being hired and taught, and the company have several applications, so they say, for every vacancy.

The streets are all quiet, and the strikers have almost entirely ceased to labor with the new men to persuade them to quit.

September 18 there was a procession of the labor organizations of the city, which embraced about 800