

satisfactory and insufficient amounts of that. They realize that the strike may bring great losses to them. The fact is that unless there is a settlement soon the city will be left in absolute darkness in a few nights, the street cars will stop running and hundreds of persons be thrown out of employment.

The strike has caused the officials of the Great Salt Lake & Hot Springs Railway company to hit upon a little piece of enterprise that is very much appreciated. The suspension of passenger train service between here and Ogden set Mr. Bamberger to thinking, and this afternoon he ran a special train from here to Centerville, with several Junction city passengers aboard. From Centerville they will be carried to their destination by stage. Another train making similar connection will leave here at 8:30 tomorrow morning.

There was a big meeting of the local members of the American Railway Union yesterday afternoon beginning at 3 o'clock. In the morning, switchmen, firemen, brakemen and shopmen received orders to obey instruction of President Debs, which meant they must all strike. A telegram from Debs was read advising immediate action, election of a committee, and stating that twenty-five lines were now tied up and that victory was certain.

The following circular issued by Debs was also read:

On May 11th the men and women employed by the Pullman Palace Car company at Pullman, Ills., struck. It was nominally for the restoration of wages, but that was not the only nor even the leading phase of the trouble. It was for liberty, for the right to exist, and to loosen, if possible, by that act, the grip of a tyrant, who, though covering his infamy by gifts in the name of religion and science, was as remorseless as the infamous Caligula.

These people are members of the A. R. U., and of all who have joined its ranks, the most abused and beaten down. We promised these men and women protection and have since the date first named been helping them to fight their battle, and will stay with them to the end.

In the meantime every effort has been made to have the Pullman company arbitrate. Our committees have requested the officers of the company on numerous occasions to have the whole matter submitted to disinterested parties.

The good people of Chicago, the powerful Civic Federation, made up of the leading reformers of that city, have appealed for it. The press, even those unfavorable to union labor, has demanded it, but in vain. As a last resort, the delegates representing the American Railway Union, in convention assembled, after a careful consideration of the case, by unanimous voice ordered a boycott on the Pullman palace cars and equipment, said order taking effect at noon on June 26, 1894.

As a consequence, we now find ourselves confronted not only by the Pullman company, but by the combined railway corporations, through their general managers, and it is now a fight between the corporations represented by the General Managers' association, as allies of Pullman and all railway employes without reference to organization. As such, we want every good man's help.

To the end noted, can the A. R. U. depend on you to call on the officers of all labor organizations to ask for us their aid and co-operation?

If, in carrying out this order, any employe is discharged, it is the duty of every

loyal man to come to the rescue of our brothers.

Notify us on receipt of this circular and keep us advised of any developments. Keep us constantly informed as to the situation in and about your locality, and be sure at all times to remember, notwithstanding the expected discouraging reports of the enemy, whether it be the open foe or the knife of those whose interest in labor is confined in leeching an unearned living from its veins.

Finally, brothers, remember, and let that remembrance nerve your arm, that we are not a mere skirmish line for a temporary advantage, but in fighting this battle its lines reach deeper and its conclusions must be, on the one hand, our eternal good, or, if by treachery and apathy, defeat, labor's downfall, from which it will take years of suffering and endeavor to recover; that this struggle is somebody's Waterloo. See that it is not ours; do well your part; stand firmly in line with us and it will not be ours.

Yours fraternally,

EUGENE V. DEBS, Prest.

After a lengthy discussion of the question it was decided by a unanimous vote to obey the orders of President Debs, and an adjournment was taken until this afternoon at three o'clock.

Immediately upon Chief Justice Merritt taking his seat in the Third district court this morning, Attorney Parley L. Williams arose to present a petition on behalf of the receivers of the Union Pacific Railroad company in regard to the refusal of the employes thereof within this Territory, to perform their duties, and seeking relief from this court in the premises. If, said counsel, these men were, upon reflection, willing to resume work the receivers would like to have them do so; otherwise he would have to ask this court to issue directions to the receivers to discharge them permanently. He also now desired to present a further application to his honor for an injunction to prevent those of the railroad employes who had ceased working from interfering with those who were still at work.

Judge Merritt suggested that Mr. Williams had better go and file separate papers in the different court districts within which the trouble had occurred.

Counsel presumed that this court had jurisdiction in this matter throughout the Territory, and that if the papers were filed here, that would be sufficient. Of course, he suggested, the other judges might be glad to assist if necessary.

Judge Merritt said he was willing to take his share in the matter; let the other district judges do the same.

Attorney Williams—Here is a single case, after all, and I take it that the jurisdiction of the court for such a purpose is co-extensive with the Territory. These things are attended with great difficulty and great disadvantage to the public, and the condition now is one that threatens serious loss and inconvenience to the whole community. These men ought either to work or quit altogether. They have a right to quit if they choose; but here those who have done so continue to regard themselves as employes still—as having a right to be on the premises of the railroad company, to gather around every engine that undertakes to start out, for the purpose of soliciting and urging the men on the trains to get off. It is, at the same time, a serious mat-

ter for the receivers to undertake to deal with these men unless backed by the power of the court in the way now asked.

The petition was read by Mr. Williams and was as follows:

In the Third Judicial District Court of the Territory.

Oliver Ames, second, et al, plaintiffs, vs the Union Pacific Railway Co. et al, defendants.

The receivers of the property of said Union Pacific Railway company and others, defendants, heretofore appointed by order of this court herein, represent to this court:

That a large number of the employes, consisting of switchmen, firemen and others, heretofore engaged by the receivers in the operation of the railway lines of said defendants, situated in said Territory of Utah, within the jurisdiction of this court, did on the 1st day of July, 1894, refuse to perform the services required of them and went on a "strike;" that in consequence of such refusal the said receivers are unable to carry on the necessary work or operate the said railway lines, and that in consequence thereof the operation of trains within the said Territory is almost whole suspended.

They further represent to the court that, as they are advised, the said "strike" and refusal of said employes to perform the duties for which they were employed, may continue for an indefinite length of time; that the same is not a result of any differences or disagreement as to wages or otherwise between said receivers and said employes, but is wholly, as they are informed, in sympathy with and support of a strike of the employes of the Pullman Car company at or near Chicago, in the state of Illinois.

The said receivers further represent that in order to enable them to carry on the business required by the order of their appointment, the said employes will necessarily have to return to their several stations promptly, or said receivers will be under the necessity of employing other persons to fill their places.

Wherefore said receivers pray the direction of this honorable court, and that it enter its direction and order that said employes so refusing to work return to work and perform the services for which they were engaged, and that they re-begin such services not later than 7 o'clock a.m. on the third day of July, 1894, or that in default thereof of the said receivers be authorized and directed to discharge any and all such employes refusing to return to work, and that they be authorized to employ other persons to fill their places.

Said petitioners further pray that said order direct that public notice thereof be given by posting at terminal and principal stations, and by all other reasonable means to bring knowledge thereof to said employes.

Territory of Utah,
County of Salt Lake, } s. s.

P. L. Williams, being duly sworn, deposes and says that he knows the contents of the foregoing petition and the same is true; and that he makes this verification in behalf of said receivers, and for the reason that they are all absent from the said Territory and do not reside therein.