

THE SECRET EVENING NEWS.

TRUTH AND LIBERTY

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FIFTY-SECOND YEAR

NUMBER 13

TO TURN DUCHESNE INTO PROVO RIVER

Rawlins Introduces Joint Resolution for Inquiry by Geological Bureau as to Practicability of Diverting the Waters.

(Special to the "News.")

Washington, D. C., Dec. 5.—Senator Rawlins introduced the following joint resolution directing an inquiry as to the practicability of diverting the waters of the Duchesne into Provo river for irrigation purposes: The geological bureau is directed to make an inquiry survey and report as to the practicability, means and probable cost of diverting the headwaters of the Duchesne river in the Utah Indian reservation now flowing to waste, into Provo river, which may be used for irrigation, and fifty thousand dollars, or so much as is necessary to defray expenses of such inquiry and survey, is hereby appropriated out of any moneys in the treasury.

UTES CALL ON PRESIDENT.

Indian Commissioner Jones today introduced the delegation of Utah Indians to President Roosevelt. He was accompanied by Agent Myton and Special Indian Agent McComas. The President gave the Indians a cordial handshake and asked Myton to tell through their interpreter that he had

fifty Indians in his regiment and that they were "crackerjacks."

MAJ. WITCHER PLEADED.

Maj. J. S. Witcher, retired, U. S. A., Salt Lake, is here for a short stay and will likely go south for winter. Maj. Witcher said: "I am well pleased with the President's message in regard to his recommendation for irrigation. The people of Utah are greatly interested in it, and I believe that the President has given us a very good thing. I have been granted Zacheriah M. Stucker, Pocatello, Idaho, \$6,000."

CALLISTER'S NAME SENT TO SENATE.

The President has sent the following nominations to the Senate for confirmation: Ed. H. Callister, Salt Lake, collector of internal revenue for Utah; Charles W. Walker, Montana, collector of customs for Idaho and Montana; A. G. Hoyt, register of the land office at Sundown, Wyoming.

E. H. Smyck, receiver of public money at Salt Lake, and M. C. Barron at Douglas, Mo., were also named.

CONFERENCE ON LEAD INTERESTS

Mine Owners Representing Their Districts Meet With the Smelter Trust—Prices Will be Agreed Upon Before Adjournment—No Serious Disagreements.

(Special to the "News.")

New York, Dec. 5.—Mine owners representing lead interests from various sections of the country met in conference at the office of the American Smelting and Refining company, the Smelter Trust, to agree upon export prices for lead this afternoon. There were present a large number of representative mine owners. Mr. McCormick representing Utah interests. The conference was in session nearly all the afternoon, and will not complete their session until late in the day. Prices will be agreed upon and fixed before the conference adjourns. There are no disagreements of any serious character and it is anticipated that an adjust-

ment of rates will be speedily reached. Mr. McCormick said it was probable that an adjustment of prices would be arrived at by tomorrow and the work of the conference completed. He said there were no complications in the situation and that after discussion with different delegations and representatives of different interests as to the cost of production and transportation, a scale of prices would be speedily fixed. The chief business of the conference, he said, would be to agree upon export prices of the mineral. He anticipated that this would be completed without any necessity for more than two sessions of the conference, and that all business on hand would be completed by tomorrow afternoon.

THE LIVESTOCK CONVENTION.

Great Oleomargarine Bill Causes a Lively Time.

SEN. WARREN'S ADDRESS.

Makes Many Recommendations—Retail Policy Towards German Meats Called For.

Chicago, Dec. 5.—The recommendation of the executive committee that recommendations condemning the Grout oleomargarine bill be adopted gave rise to a lengthy and spirited general debate among delegates present at today's session of the Livestock convention. Leonard Pearson, of Pennsylvania, speaking for the dairy interests who uphold the Grout bill, led the debate with the plea that with oleomargarine selling under its colors, butter could hold its own.

"You cattlemen," said he, "insist that coloring of oleomargarine should be allowed, yet you insist that the wool interest should be protected against shoddy masquerading as wool."

Ex-Governor Packard, of Iowa, moved that the whole subject be deferred, when Judge Cowan arose and said that packers have as much right to color oleomargarine as dairymen have to color butter. The discussion was participated in by members of the Kansas, California, Missouri, Michigan and Iowa delegations. It was the first general debate of the convention. Judge Cowan brought the speaking to an end by moving the previous question, but over a good sized minority.

Col. Simpson, following the reading of his regular paper, made a brief plea for a ship subsidy.

A resolution to admit Oklahoma to statehood was adopted.

Bills to be urged upon Congress to provide for tagging cloth goods to show their exact composition and to provide for a classified assessment of cattle were approved by the convention. The convention was divided over framing a bill providing for the exchange of public lands as mentioned in Senator Warren's paper and a minority report referring the matter to a committee of five to report at the next meeting was adopted.

The program for the day was of exceptional interest to cattlemen. The program called for papers from Dr. J. H. Senner, of New York; Prof. Andrew H. Soule, of the Tennessee Agricultural college; Senator F. E. Warren, of Wyoming; A. F. Doremus, state engineer of Utah, and Col. G. W. Simpson of Texas.

Mr. Senner was the first one heard by the convention. Senator Warren's address was presented by the secretary and printed in the record. Senator Warren enumerated the needs which, he said, cattlemen would present to Congress:

First—Repeal of the Grout oleomargarine bill.

Second—Legislation to prevent deceit and fraud in marketing manufactured articles.

Third—Legislation to provide for the opening of forest reservations where practicable for livestock grazing.

Fourth—Legislation providing for taking an annual livestock census.

Fifth—Amendments to land laws to permit settlers to exchange lands with the general government so that their properties may be sold, especially within the so-called railroad limits where the aided railroad secured alternate government sections.

Sixth—Amendments to the law to enable the interstate commerce commission to enforce its decisions.

Seventh—Enactment of pure food laws compelling all food products to be sold for exactly what they are.

Eighth—Legislation permitting extension of transit limit for transportation of livestock in cars.

Ninth—Legislation to increase duties in meat products imported from Germany whenever the German empire passes a law imposing prohibitive duties on American meat products.

Tenth—Legislation providing for leasing the grazing lands of the United States to growers.

Eleventh—Retention of government inspection of livestock and the further free distribution of black leg vaccine until the full period of experimental work was passed.

Dr. Senner was not present when his name was called and Chairman Springer said he would see Dr. Senner's time to hear more of the five minute speeches crowded out of the program Tuesday. Accordingly Paul McCormick, of Montana; L. O. Pullen, of New Mexico and W. B. Bolton, of Oklahoma, spoke of conditions in their respective states and territories. M. P. Buell, of the Chicago Livestock exchange, then arose to remind the delegates that a big vaudeville entertainment for visiting cattlemen had been arranged to take place at the auditorium tonight.

C. G. Mills, of Oregon, and W. B. Powell, of Pennsylvania, followed in brief speeches eulogizing their respective states.

Henry Wade, register of livestock in Canada, read an interesting paper on the stock business of Canada.

Philippine Tobaccoists Combining.

London, Dec. 5.—The financier today says:

"KING FARMER" IS IN COMMAND

Goes to Chicago and Sends Prices Of All Grains Climbing.

THEY MAKE A NEW RECORD

Natural Conditions Back of the Upshot—Board of Trade Witnesses Some Spectacular Scenes.

Chicago, Dec. 5.—"King Farmer" has come to Chicago, taken the board of trade by storm and sent prices of all grains climbing above record prices. Business today on 'change was larger and more spectacular than it has been for a long time and has rivaled the speculative enthusiasm that marked the days of Hutchinson and the other giants of the pits.

Natural conditions are back of the upshot in prices, but bull speculation has been the main incentive. The whole countryside seemed to be waiting up for the rumormongers in the corn crop and the feeling of support to stock and consequence has brought buying in that cereal.

General advances have been made in prices of wheat, corn and oats, during the past several weeks, but the arrival of thousands of farmers and stockmen to visit the live stock exhibition touched off the fuse under all the markets and sent prices booming. Today the floor of the board was a spectacular show. Hundreds of the big countrymen, in fur overcoats and cowhide boots, had the courtesies of the exchange and were all eagerly "getting into the game."

When professional speculators saw the farmer grasping opportunities they immediately began to plunge. Added to this influence was a flood of general buying orders from the country, until the outside interests practically controlled the market.

May wheat touched its record price for the crop shortly before noon, selling at 80¢. Both December and May corn broke record of years' standing, December selling at 65¢ and May at 65¢. It is rumored there is a corner in oats, but trade is so large on both sides of the market that it is not certain. May oats broke another record today at 48¢. Although the transactions on the board continued on a very large scale throughout the session, prices did not hold to their record marks at the close. It was rumored that Mr. Brox, head of the Chicago Board of Trade, had been buying large quantities of wheat for the past few weeks. George Phillips was reported to have secured a large line of corn and James Patten, mayor of Evanston was supposed to have control of oats. At the high prices enormous amounts of grain came in at all pits, supposedly from these operators. Prices rapidly sagged at a consequence and though the markets were yet firm, the big advances for the day were in many cases lost. December wheat closed at 75¢ and May wheat at 75¢, gains for the day respectively of 3/8¢ and 1/2¢. December corn closed with a gain of 3/8¢, at 64¢ and May corn 3/8¢ higher at 65¢. May oats closed 1/2¢ up at 45¢.

SENATE PHILIPPINE BILLS. House Will Resist Attempt to Originate Revenue Legislation.

Washington, Dec. 5.—Members of the House of Representatives showing some opposition to the origination of Philippine revenue legislation in the Senate and in particular to Senator Lodge's bill which designates the Philippine Islands as a territory, held that the constitutional provision that "all bills for raising revenue shall originate in the House of Representatives" applies to land laws and the Minnesota member will oppose any Senate bill as an invasion of the prerogatives of the House.

Mr. Overstreet, of Indiana, and quite a number of other influential members, maintain that the Senate Philippine bill involves an invasion of the House rights as it extends an existing law to the Philippines and is not a revenue measure within the meaning of the constitution. In any event the question of the right of the House over the subject is likely to be discussed on the floor of the House.

\$500,000 Fire in Michigan.

Detroit, Mich., Dec. 5.—The main building of the Michigan Alkali company's soda plant at Wyandotte, twelve miles down the Detroit river from this city, was completely destroyed by fire. J. B. Ford, principal owner, places the loss at \$500,000. The building was being run at night and day and there were men at work in the building when the fire was discovered. All of them escaped uninjured. Seven hundred men are employed at the plant. The cause of the fire is not known.

No News from Miss Stone.

New York, Dec. 5.—The Rev. Henry C. Haskell, D. D., superintendent of the American mission at Samakov, Bulgaria, has sent the following cablegram to the World regarding Miss Stone and Mme. Tulkis:

"There has been no result as yet from our efforts to ascertain the truth about the reports that Miss Stone and Mme. Tulkis are dead."

"It is denied that they are in the Rulo monastery. I do not expect definite information for two or three days."

Coal Companies May Combine.

Cincinnati, Ohio, Dec. 5.—With a view to a combination of all the independent coal mining companies by the state of West Virginia, exclusive of those in the Pocahontas fields, now controlled by the Norfolk & Western railroad, the International Association of Coal Miners of Cincinnati and New York capitalists are now at work making a thorough examination of all the mines. It is said that Mr. J. P. Morgan, the New York financier, is the prime mover in the proposed combination.

Trolley Conductor Killed.

Chicago, Dec. 5.—While guarding the lives of passengers in his trolley car, Conductor Michael J. Dunworth, of the South Halsted street line, lost his life at a grade crossing last night.

QUEEN WILHELMINA FORGIVES HENRY

Announcement Made to Allay Public Indignation and Excitement—Prince's Relations With Court Still Strained.

Amsterdam, Dec. 5.—With the view of allaying public indignation and excitement, semi-official intimations have been circulated to the effect that Queen Wilhelmina has forgiven her husband, Prince Henry, of the Netherlands, the suggestion being that the public ought to follow suit.

Since Prince Henry returned to Het Loo the queen and he have been dining

together and gradually resuming normal relations. Yesterday they walked together and afterward drove in the castle park. The relations between Prince Henry and the members of the court are, however, very strained. The former cordiality has been replaced by an attitude of rigid politeness on the part of the prince consort and apparently the gentlemen of the court are equally indisposed to gloss over recent occurrences.

NEW HAY - PAUNCEFOTE TREATY.

Now Before the Senate—Full Text—Both Parties to It Desires to Facilitate Construction of a Ship Canal to Connect The Atlantic and Pacific—Neutrality Provided For.

Washington, Dec. 5.—The new Hay-Pauncefote treaty, providing for the construction of a canal across the isthmus of Panama, which was sent to the Senate yesterday, is as follows:

The United States of America, and his majesty, Edward the Seventh of the United Kingdom of Great Britain and Ireland, and of the British dominions beyond the seas, king and emperor of India, being desirous to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans, by whatever route may be considered expedient, and to that end to remove any objection which may arise out of the convention of the 18th of April, 1860, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States without impairing "the general principle" of neutralization established in article eight of that convention, have for that purpose appointed as their plenipotentiaries: The President of the United States, John Hay, secretary of state of the United States of America, and his majesty, Edward VII. of the United Kingdom of Great Britain and Ireland, and of the British dominions beyond the seas, king and emperor of India, the Right Hon. Lord Pauncefote, G. C. B., G. C. M., his majesty's ambassador extraordinary and minister plenipotentiary to the United States, who, having communicated to each other their full powers, which were found to be in due and proper form, have agreed upon the following articles:

ARTICLE I. The high contracting parties agree that the present treaty shall supersede the aforementioned convention of the 18th of April, 1860.

ARTICLE II. It is agreed that the canal may be constructed under the auspices of the government of the United States, either directly at its own cost, or by gift, or by loan of money to individuals, corporations, or through subscription or purchase of stock or shares, and that, subject to the provisions of the present treaty, the said government shall have and enjoy all the rights incident to such construction, as well as the exclusive right of providing for the regulation and management of the canal.

ARTICLE III. The United States adopts as the basis of the neutralization of such ship canal, the following rules substantially as embodied in the convention of Constantinople, signed the 28th of October, 1880, for the free navigation of the Suez canal, that is to say:

1. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

2. The canal shall never be blockaded nor shall any right of war be exercised nor any act of hostility be committed within it, nor shall it be used for military purposes, nor shall it be used for the transit of arms, munitions or war material, nor shall it be used for the transit of contraband of war.

3. Vessels of war of a belligerent shall not revictual nor take any stores in the canal except so far as may be strictly necessary; and the transit of contraband of war shall be prohibited.

4. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

5. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

6. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

7. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

8. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

9. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

10. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

11. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

12. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

13. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

14. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

15. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

16. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

17. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

18. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

19. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

20. The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality so that there shall be no discrimination against any nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions and charges of traffic shall be just and equitable.

In accordance with the regulations in force, and with only such intimation as may result from the necessities of the service. Prices shall be in all cases subject to the same rules as vessels of war of the belligerents.

4. No belligerent shall embark or disembark troops, munitions of war or like materials used in the canal except in case of accidental hindrance of the transit, and in such case the transit shall be resumed with all possible dispatch.

5. The provisions of this article shall apply to waters adjacent to the canal, within three marine miles of each end. Vessels of war of a belligerent shall not remain in such waters longer than twenty-four hours at any one time except in case of distress, and in such case shall depart as soon as possible. (Such a vessel of war of one belligerent shall not depart within twenty-four hours from the departure of a vessel of war of the other belligerent.)

6. The provisions of this article shall apply to the canal and to the buildings and all works necessary to the construction, maintenance and operation of the canal shall be deemed to be parts thereof for the purpose of this treaty, and in time of war as in time of peace shall enjoy complete immunity from attack or injury by belligerents and from acts calculated to impair their usefulness as part of the canal.

ARTICLE IV. It is agreed that no change of territorial sovereignty or of international relations of the country or countries traversed by the aforementioned canal shall affect the general principle of neutralization of the canal under the present treaty.

ARTICLE V. The present treaty shall be ratified by the President of the United States and by the plenipotentiary of the United Kingdom of Great Britain and Ireland, and the ratifications shall be exchanged at Washington or at London at the earliest possible time within six months from the date hereof.

In faith whereof the respective plenipotentiaries have signed this treaty hereunto affixed their seals.

Done at Washington, the 18th day of November, in the year of our Lord, one thousand, nine hundred and one.

JOHN HAY, Secretary of State of the United States of America.

THEODORE ROOSEVELT, President of the United States of America.

Following is the letter of President Roosevelt transmitting the treaty to the Senate:

To the Senate: I transmit for the advice and consent of the Senate to its ratification, a convention signed November 18, 1901, by the respective plenipotentiaries of the United States and Great Britain to facilitate the construction of a ship canal to connect the Atlantic and Pacific oceans by whatever route may be considered expedient and to that end to remove any objection which may arise out of the convention of April 18, 1860, commonly called the Clayton-Bulwer treaty, to the construction of such canal under the auspices of the government of the United States without impairing "the general principle" of neutralization established in article eight of that convention. I also enclose a report from the secretary of state submitting the convention for my consideration.

THEODORE ROOSEVELT.

White House, Washington, Dec. 4, 1901.

The text of Secy. Hay's report upon the treaty as made to the President, was also transmitted to the Senate, but the language is practically the same as that in the President's letter of transmittal.

Society of Engineers, Machinists, etc., be annulled.

It is said the Brotherhood of Carpenters will demand the annulment of the charter of the Amalgamated Wood Workers' union.

The International Tile Layers' union will demand jurisdiction over the Mosaic Workers' union and the electrical workers will dispute the right of gas and steam fitters to run electric cord pipe.

There will be a general contest over the question of trade autonomy. The paper makers will insist upon the right to form mixed unions, under their own control, where the workers in other trades are employed. The deliberations of the gathering are secret and the delegates may be here to stay.

In the hall the band played "Dixie" as an opening overture, the southern delegates heartily applauding and when a moment later the band struck up "The Star Spangled Banner" all the delegates rose to their feet.

Chairman Devine, of the local committee of arrangements, welcomed the delegates to Scranton and extended the hospitality of the thousands of organized workmen of the Lackawanna and Wyoming valleys. President Gompers responded.

After the naming of the various committees the list of delegates was read and the morning session closed.

The Snashor's Mail Suspends.

Topeka, Kansas, Dec. 5.—Carrie Nation, the Kansas joint-smasher, today announces the suspension of her paper, the "Smashers' Mail." The paper was started about a year ago. She says it did not pay.

MORE WIRES FOR WESTERN UNION.

More Lines Between Omaha, Denver, Boise and Salt Lake.

ADDITIONAL FACILITIES.

Colonel J. J. Dickey and Superintendent Brooks Talk on the Improvements that Are Inaugurated.

Colonel J. J. Dickey, superintendent of the third district of the western division of the Western Union Telegraph company, and Superintendent Brooks of the Denver district, arrived this morning from the East over the Union Pacific and registered at the Knutsford. They were at once waited on by Manager J. H. Twiford of the city offices, with whom they were clustered most of the morning. Col. Dickey stated that the Western Union had just completed stringing a new copper wire between Denver and Salt Lake, and is now stringing one from Omaha to Salt Lake. Moreover, the company is completing the stringing of a No. 8 iron wire from Salt Lake to Boise. All this will be a great addition to the facilities offered for Salt Lake business, and the service will be more extended and better than ever before. Col. Dickey said the Western Union was fully alive to the importance of Salt Lake as a commercial center, and that everything would be done to give the people of this city unimpaired facilities for doing business, as far as telegraphic facilities were concerned. Both he and Superintendent Brooks are here to meet Col. Clavery, vice president and general superintendent of the company, who will be in town tomorrow, in the company's private car "Electric," en route east. Col. Clavery has been for some time in California looking over the situation in that state, and went west over the southern lines. Col. Dickey was asked what the company was doing with the old Denver Telegraph, and he said that a good deal of the wire had been transferred to the company's regular poles, and that the old line between Utah and St. George was being used as old.

RAVING MANIAC. Texas Fugitive From Justice Goes Mad at Cheyenne.

[Special to the "News."] Cheyenne, Wyo., Dec. 5.—Bill Starr, the fugitive from Texas arrested at Laramie two weeks ago and who became a raving maniac in his cell and acted like a wild beast when overpowered last night and was taken to the insane asylum. When the officers appeared to take Starr out of his cell the maniac became frantic for five hours he ran about the cage bawling and from bars with his head, hands and feet, until exhausted, when officers jumped into the cell and enveloped the prisoner in a blanket, even then he refused to be bound. The strength of four men to hold the maniac.

Y. M. C. A. BANQUET. Annual Function Takes Place Next Week—Membership Increasing.

The Y. M. C. A. will, a week from tonight, hold its annual membership banquet. Secretary Axton stated today that it would be the biggest one ever held by the association in the city. The total membership to date is 127 and is expected that it will be increased to 500 during the next week.

The secretary stated today that the matters of the association are in excellent condition and that he hoped that next year the membership banquet may be held in a new building owned by the association. "There is considerable chance of that," he said, "and the board of directors meet to discuss means of extending the influence of the association and of increasing its facilities. The board consists of Frank Peters, Walter C. Lytle, Dr. Plummer, Dr. Silver, C. S. Wilkes, S. B. Tuttle, Hudson Smith, S. B. Woods, J. E. Peine, Frank Stevens and Thomas Weir.

ESTIMATES FOR NAVY YARDS. Twenty One and a Half Millions Wanted to Maintain Them.

Washington, Dec. 5.—The rapid growth of the navy is the plea set up by Rear Admiral Edw. C. Loring, chief of the bureau of yards and docks, to justify the submission of estimates for the maintenance of the navy yards and the improvements aggregating \$21,526,353. He admits that these estimates are much beyond the limit supposed probable when the current appropriations were made, but declares that all the works named are considered necessary.

The estimates for the various navy yards are as follows: Portsmouth, N. H., \$1,047,575; this includes \$500,000 for a new floating drydock; Boston, \$1,570,000; naval coaling depot, Rhode Island, \$200,000; naval station, New London, \$51,000; New York, \$2,475,000; League Island, \$741,200; Washington, \$222,000; Norfolk, \$1,511,000; Charleston, \$1,050,000; Key West, \$31,000; Pascagoula, \$353,300; Algiers, La., \$359,000; Mare Island, \$385,700; Puget Sound, \$1,169,500; San Juan, \$2,613,000; Tutuila, \$108,000; Cavite, \$381,000; Olongapo, \$1,442,000; Guam, \$12,200.

In addition to these items the report asks an appropriation of \$1,050,000 to complete the four dry docks at Portsmouth, Boston, League Island and Mare Island.

An engineering feature of the report is a recommendation that all of the power plants in the navy yards be concentrated.

Exempted from Tonnage Dues.

Washington, Dec. 5.—Mr. Chamberlain, the commissioner of navigation, has issued a circular in which collectors of customs throughout the United States are directed to exempt vessels from the Philippines arriving in this country of tonnage tax levied under authority of the act of 1858.

These vessels are still subject to the Philippines, or visiting foreign ports while on a voyage from the Philippines to the United States are still subject to the tax. This action is taken under the authority of the recent decisions of the Supreme Court in the Philippine cases.

TO SHUT OUT ALL UTAH SHEEP MEN.

Gigantic Combination Formed at Rawlins to Exclude Herds From Red Desert Winter Ranges—Lease U. P. Lands.

(Special to the "News.")

Cheyenne, Wyo., Dec. 5.—A gigantic combination is being formed at Rawlins by the sheepmen of what is known as the Sweetwater country for the purpose of excluding stockmen from Utah and local cattle men from encroaching upon what is known as the red desert winter ranges in Sweetwater county. It is proposed to lease and buy from the Union Pacific every alternate section owned by the company and