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HISTORIAN'S OFFICE.
Church of Jesus Christ
of Latter-day Saints.

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TRUTH AND LIBERTY.

10 PAGES—LAST EDITION.

MONDAY, MAY 29, 1905. SALT LAKE CITY, UTAH.

FIFTY-FIFTH YEAR.

Togo Inflicts Terrific Defeat on Rojestvensky

RUSSIAN FLEET MEETS DISASTER.

Great Naval Battle Fought Near Island of Tsu in Straits of Korea.

JAPANESE VICTORY ABSOLUTE.

Achieved Probably by a Series of Torpedo Attacks Supported by Heavy Ships.

TOGO ALSO SUSTAINED SOME LOSS.

Three of His Cruisers and a Dozen Torpedoboot Destroyers Said to Have Been Sunk.

Washington, May 29.—Mr. Takahira, the Japanese minister here, has received a cablegram from his government relating to the naval engagement of Saturday and Sunday which, he said, lacking in detail, conveyed the information that the Japanese victory had been "absolute and overwhelming."

OFFICIAL ANNOUNCEMENT OF VICTORY.

Washington, May 29.—Official announcement of the result of the naval engagement between the Japanese and Russian fleets was received at the state department today in the following cablegram from Minister Griscorn, dated Tokyo May 29:

"Admiral Togo has informed his government concerning the fight which took place on Saturday afternoon and Sunday evening. According to his report the Japanese fleet under his command destroyed and sank one battleship of the Borodino class and four other large Russian warships. Two or three more were captured. Some of the large Japanese men of war received serious injury.

"The battle was still in progress on Sunday. A great Japanese victory is announced here as the general result of the engagement, but few details have been received."

TOGO TO HIS GOVERNMENT.

Washington, May 29.—An official telegram from Tokyo states that Admiral Togo reports to his government that the total losses sustained by the Russian fleet Saturday and Sunday were: Two battleships, one coast defense armor clad, five cruisers, two special service ships and three destroyers all sunk. In addition, there were captured two battleships, two coast defense armorclads, one special service ship, one destroyer and one 2,500 ton torpedo boat. Admiral Togo adds that the Japanese squadron was undamaged.

ADDITIONAL CAPTURES.

Washington, May 29.—According to advices received by the naval department from Tokyo, the Japanese in addition to the ships named above captured the Russian battleship Sissoi Veliky, and the Russian flagship was seriously damaged.

TAKAHIRA'S INFORMATION.

Washington, May 29, 9 a. m.—Minister Takahira of Japan received his first information of the practical annihilation of the Russian fleet in the Straits of Korea from the Associated Press a few minutes after he arose this morning, when the bulletin from Tokyo contained the news that the Japanese government had received from Admiral Rojestvensky that 12 warships were read to Minister Takahira over the telephone, he carefully repeated the dispatch to the press and then expressed satisfaction at the apparent result of the great conflict.

The minister and other members of the Japanese government remained in their offices nearly all night eagerly awaiting news of the battle. Up to this hour no official advices have been received at the Japanese legation in the Straits of Korea. The only communication received at the legation was contained in a private message to the minister indicating that the result of the fight was favorable to Japan.

ST. PETERSBURG EXTREMELY GLOOMY.

St. Petersburg, May 29, 1:35 a. m.—At the admiralty this morning absolutely nothing was known of the naval battle in the far east except the news contained in the dispatches of the Associated Press. The general impression produced by the cable messages undoubtedly was extremely gloomy. While Admiral Rojestvensky was expected to have the price for reaching his haven at Vladivostok the complete loss of two of his four best battleships, besides several other warships with heavy damage to other ships which such disaster indicates, is admitted to spell disaster unless the Japanese suffered correspondingly. For this reason news from Vladivostok, where the first communication with the Russian fleet will be established, is awaited with intense anxiety.

The admiralty calculates that wireless communication with Vladivostok might be established as early as this afternoon or tonight but as all dispatches must first go to the emperor the news is not likely to reach the public until tomorrow. It is a matter of general comment that the most definite and most reliable information received up to the time the official announcement was sent out from Tokyo came by way of Washington.

The receipt of the Tokyo official bulletin announcing that Rojestvensky's fleet was practically annihilated was a crushing blow to the officials at the admiralty, destroying the hope to which they had clung that the silence of the Japanese government might be favorably construed. The wording of the official dispatches was interpreted to mean that Admiral Togo had succeeded in burning and holding the entrance of the Straits of Korea against Admiral Rojestvensky.

Some of the foreign press dispatches were very confusing but everything seems to indicate that Togo delivered a series of desperate torpedo attacks during Saturday night with the support of his heavy ships. The reported

sinking of so many ships, it is believed, might also be partially due to mines sown ahead of the advancing Russian columns. The belief is also strengthened that Rojestvensky was forced in order to secure homogeneity in speed and fighting power to divide his fleet, only a single division passing the straits of Korea, the other going around Japan. The straits of Korea division, however, evidently included the pick of the Russian fleet, the Borodino and Orel being two of the four best battleships. It is possible that Admiral Rojestvensky transferred his flag from the battleship Kniaz Rouvartoff to the Borodino or Orel before the fight in order to prevent the concentration of the Japanese fire on his own ships. Capt. Sebrinkoff, of the Borodino, and Capt. Ikhutief, of the Orel, are regarded as extremely capable officers.

Due to the decision of the newspapers to suspend Monday publications, only telegrams are being printed on this sheet. The Novoe Vremya alone carried a detailed account of the battle under the caption "The hour of fate has struck." The paper adds:

"Russia has been reproached with putting too much trust in Great Admiral Togo. The result is now, in the language of the Americans, in the hands of the victor. Behind the guns we Russians will be patient until the full results are known."

Black pessimism reigns among the public. There were many touching incidents in the corridors of the admiralty which were filled this afternoon with the wives and families of officers and men on board the Russian ships, awaiting anxiously for news of loved ones. They had already heard the rumors that the fleet had been practically annihilated and most of the women went and some of them fainted when the admiralty announced it had no news to communicate.

NO OFFICIAL ADVICES.

St. Petersburg, May 29, 8 p. m.—At 7 o'clock this afternoon Admiral Wilginsk, chief of the general staff of the navy, authorized a denial of the statements that the government had received official advices regarding the naval battle fought in the Straits of Korea. The statement denied that any news from Vladivostok until tomorrow. It is not true that the battleship Alexander III and four cruisers have reached Vladivostok as reported here.

BERLIN COMMENT RESERVED.

Berlin, May 29, 1:40 p. m.—Work was almost suspended in the navy department today when 29 copies of the Tokyo official bulletin of the Associated Press was distributed through the officers and bureau chiefs left their desks to look at the news with one another. Few generalizations were made except that part of the Russian fleet engaged in the Straits of Korea seemingly got away possibly will reach Vladivostok. All the Russian fleet, it is claimed here, was not engaged in Korean waters. The fleet, it is understood at the navy department, has divided, a portion sailing eastward of Japan.

Definite Japanese statements are accepted here as highly accurate. Therefore it is assumed in professional quarters that the Japanese inflicted greater damage than they themselves sustained.

LONDON WITHOUT BRITISH NEWS.

London, May 29, 12:35 p. m.—Up to today the British press and abroad without news of the naval battle fought by British sea power in the far east. The Japanese legation was similarly without news from its government. Reports are current that the stock exchange is suffering from a lack of confidence in the Japanese government and that the Japanese fleet is undamaged.

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RUSSIAN VESSELS SUNK OR CAPTURED BY THE JAPANESE

Two Battleships, Three Armored Cruisers, One Coast Defense Ironclad, Two Protected Cruisers, One Repairship, One Cruiser Sunk—Two Battleships, Two Coast Defense Ironclads Taken.

Tokio, May 29.—(2:50 p.m.)—In the battle fought Saturday in the Straits of Korea the Russian battleships Borodino and Alexander III, the armored cruisers Admiral Nakahimoff, Dmitri Donskoi and Vladimir Svonimach, the coast defense ironclad Ousbakoff, the protected cruisers Svetlana and Jemchug, the repair ship Kamchatka and the cruiser Irtiesin were sunk.

The battleships Orel and Nicolai I and the coast defense ironclads Admiral Seniavin and General Admiral Apraxine were captured.

DISSENSION IN RANKS OF MINERS

Arises Out of Ill Feeling Existing Between W. F. M. and American Federation.

ANOTHER SECRET SESSION.

Spirited Speeches in Which Gompers and Mitchell Are Referred to in Bitter Terms.

The Western Federation of Miners continued its secret session today despite its announcements that the work was to begin with open doors. It appears that there is trouble in the federation, and it arises because of the ill feeling between the Western miners and the American Federation of Labor. Resolutions are before the convention looking to the complete severance of all affiliation with the American federation, and the joining of hands with the Industrial Union movement, which is to be launched in Chicago June 27. A vote was not reached on this question today, the time being spent in spirited debate. The question is one which has drawn out an unusually large expression of opinion. Many of the speeches today were lengthy and full of spirit. Most of them referred to Gompers and Mitchell in bitter terms, and one sought to transfer membership to the union of a new craft. Craft divisions foster political ignorance among the workers, thus dividing their class at the ballot box, as well as in the shop, mine and factory.

Previous efforts for the betterment of the working class have proven abortive because limited in scope and connected in action. Universal economic evils can only be eradicated by a universal working class movement. Such a movement of the working class is impossible while separate craft wage agreements are made favoring the employees against other crafts in the same industry, and while energies are wasted in fruitless jurisdiction struggles, which serve only the personal aggrandizement of union officials.

A movement to meet these conditions must consist of one great industrial union embracing all industries, providing for craft autonomy locally, industrial autonomy internationally and wage rates autonomy generally. It should be founded on the class struggle, and its general administration should be conducted in harmony with the recognition of the irreconcilable conflict between the capitalist class and the working class.

The call concludes by urging the attention of all people interested in the working class to the building of good roads. He said he wished he could stay the balance of his life in Utah as it was one of the most beautiful spots he had ever been privileged to see. He paid high tribute to President Brigham Young, who he said, had accomplished one of the greatest works of the race in building up Utah, and encouraging the people to build such magnificent roads.

REMEMBER COURTESIES.

The speaker said he would never forget courtesies shown him years ago by the late President John Taylor, when he visited here as a representative of the use in plating up Utah, and he had never found a spot on earth more beautiful than the great Salt Lake valley and the hospitality of the people made every one who came here feel welcome. Utah, he said, has everything that seems good—schools, churches and good roads. He hoped the people would continue in the good work. He said Ogden had a great future before it, with natural resources which should make of it a large manufacturing city.

PULL TOGETHER.

Mr. Moore advised the people to pull together for each other's welfare. He said that in five years hence the people of Utah, in sending their congressmen and senators to Washington, should send them instructed to push the good roads movement. From observation he believed the good roads could be built here for \$2,500 per mile.

COMMITTEES NAMED.

Mrs. L. D. Bradford sang a solo and responded to an encore, after which Mayor Glasman, acting chairman of the convention, named the following committees:

Permanent Organization—Angus T. Wright, chairman; J. C. Nye, O. B. Madison, Nathaniel Montgomery, Jesse T. Foster.

Resolutions—William Van Allen.

ADMIRAL NEBOGATOFF WAS CAPTURED, ROJESTVENSKY ESCAPED.

Tokio, May 29, 3 p. m.—Rear Admiral Nebogatoff, (former commander of the Pacific fleet, and recently commander of the information squadron, composed of scouts and merchantmen) with 3,000 other Russians is among the prisoners captured by the Japanese. Vice Admiral Rojestvensky appears to have escaped. The battle began Saturday morning and the Japanese are still in pursuit of the Russians.

EIGHT CAPTAINS OF RUSSIAN WARSHIPS WERE DROWNED.

London, May 29.—A dispatch to the London Evening News from Tokyo says eight captains of Russian warships were drowned during the naval battle of Saturday in the Straits of Korea.

GOOD ROADS MEN ARRIVE IN OGDEN.

Representatives of National Association Held an Enthusiastic Convention.

RECEIVED A WARM WELCOME.

President Moore Praises Utah and Her Achievements—Col. Dodge Endorses Mabler.

(Special to the "News.")

Ogden, May 29.—The Good Roads men, with representatives of the National Goods Roads association, arrived in Ogden this morning, and the visitors were immediately escorted to the tubercular, where, shortly after 10 o'clock, a convention of those interested in the good roads movement, was held. Aboard the special were the following:

Hon. W. H. Moore, president of the Good Roads association; Hon. Martin Dodge, director of the office of public road inquiries; Washington, D. C.; Hon. William Bradford, civil engineer and road expert; Col. T. P. Rixey of Missouri, lecturer of the National Good Roads association; Hon. C. G. Canfield, road expert, of Cleveland, O.

The special arrived in Ogden about 8:30 and the visitors were met at the depot by a committee of prominent business men and escorted to the Reed hotel, where they were met at 9:30 by various city committees and were placed in automobiles and driven to the hotel, where they were met by the city committee.

Before the convention the visitors were given a 20-minute ride about the city, after which they assembled at the tubercular, where the convention was opened at 10:20.

The hall was beautifully decorated in the national colors and palms. Unfortunately, only about 100 people were present, but they were enthusiastic over the movement.

CALL TO ORDER.

The convention was called to order by Judge Thomas D. Bee, Mayor Glasman, in behalf of the citizens of Ogden, delivered an address of welcome, after which Chairman Joseph Stanford, in behalf of the county commissioners, did likewise.

MOORE PRAISES UTAH.

Hon. W. H. Moore then addressed the convention, expressing his pleasure in having had seen of Ogden and her achievements in the building of good roads. He said he wished he could stay the balance of his life in Utah as it was one of the most beautiful spots he had ever been privileged to see. He paid high tribute to President Brigham Young, who he said, had accomplished one of the greatest works of the race in building up Utah, and encouraging the people to build such magnificent roads.

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RUN DOWN BY A FREIGHT TRAIN.

Distressing Accident on the Rio Grande Western Early This Morning.

THREE MILES SOUTH OF SANDY.

While Returning Home From Seeing His Sweetheart, Lawrence Rogers Loses His Life.

HE WAS ABOUT TO BE MARRIED.

Buggy Cut in Two and Body of Victim Was Mangled Beyond Recognition.

A most distressing accident, by which Lawrence Rogers, a highly respected resident of Sandy, lost his life, occurred at Austin spur, three miles south of Sandy on the Rio Grande Western railroad, at 4 o'clock this morning.

The young man, it appears, had been to Riverton to see his sweetheart and on returning home was crossing the track at the point named, when his vehicle was struck by a northbound freight train, completely cutting it in two and mangled the body of the unfortunate victim in a frightful manner. Why he did not escape such a cruel fate will perhaps never be known, as the track is straight and level at this point and approaching trains can be readily seen, even at a distance. Fragments of the unfortunate man's body were scattered along the track for a distance of a city block, and that which was intact was so badly mutilated as to be utterly beyond recognition.

The accident rendered the more sad from the fact that the victim was to be married next month, and he was doubtless in a happy frame of mind, anticipating the event, when his young life was so summarily crushed out.

Lawrence Rogers was the son of C. D. Rogers, formerly city marshal of Sandy, and was about 23 years of age. He was formerly employed at Koch's store at East Jordan, but recently had been working at the United States smelter. He was regarded as a model young man and had many friends in Sandy and East Jordan, over which communities his death has cast a deep gloom. The funeral has not yet been announced.

OLD MAN BEATEN.

Aged George Taylor Pounced Upon by Two Ruffians.

About 10:30 o'clock this morning there was a row at 325 State street in which an old man named George Taylor was beaten up considerably by James Jordan and James Burnham.

Taylor claims that the men "jumped" on him and gave him a severe beating, but he declined to state the cause of the trouble. All three were arrested by Officer Nick Gahagan and lodged in jail. Assault and battery will likely be charged against Jordan and Burnham, and Taylor is being held as a witness.

REMARKABLE ESCAPE.

Mrs. F. E. McGurran Has an Experience in Overturning Automobile.

A most remarkable automobile accident happened on the grounds of the Country club about 6 p. m. Saturday, which will hardly ever be duplicated. Mr. and Mrs. F. E. McGurran rode down to the club in the afternoon, and Mr. McGurran went into the club to dress for the golf game, leaving Mrs. McGurran to drive the machine back home. The roadway between the house and the street is winding, bordered with trees and rather steep. Moreover, Mrs. McGurran was not feeling very well, so that at the gate the machine was going, it presently got beyond her control, and after swerving to one side and then the other for a few seconds, the front wheels skidded against some loose earth, and the auto turned turtle.

Mrs. McGurran was thrown underneath, as the back of the machine struck against a tree, and the wheel pinned her shirt to the ground, leaving her unable to move. There she lay until the help at the club called Mr. McGurran, who rushed at once to the rescue. He did not dare to attempt to pull the machine over, as the back of the front seats was immediately over the unfortunate woman, and threatened to land with the help of 1,400 pounds right on her body. If the tree support was disturbed, finally, her skirt was loosened, and she was rescued from her perilous position. Mrs. McGurran was not hurt at all, and strange to say, her experience had relieved her entirely from the nervousness from which she had been suffering. She was able to go home without trouble, and Mr. McGurran sent for a wrecker, who was in considerable haste to get things righted. The machine can be repaired at a cost of about \$10.

FRANCHISE TAX CASES.

U. S. Supreme Court Decides Adversely to Corporations.

Washington, May 29.—The New York special franchise tax cases were decided today by the supreme court of the United States adversely to the corporations by which they were brought to the court.

New York, May 29.—Millions of dollars of taxes in arrears will now be paid as a result of the decision of the supreme court of the United States upholding the tax on the values of corporation franchises in this state.

The decision was handed down by Justice Brewer, and it held the law under which the tax was levied to be valid.

New York, May 29.—United taxes amounting to about \$23,000,000 in the greater New York are made payable by the decision of the supreme court of the U. S. today, upholding the state of New York's franchise tax.

The companies affected and the sums due from them under the law are the following: The Manhattan Elevated Railway company, \$2,250,000; Consolidated Gas company, \$1,400,000; Metropolitan Traction system, \$6,625,154; Brooklyn Rapid Transit company, \$2,200,000; Brooklyn Union gas company, \$225,268 and the New York and Harlem Railroad company, \$94,024.