The Evening paper is the paper of Today, the morning paper is the paper of Yesterday.

DESERET EVENING NEWS.

5 O'clock ~EDITION.~

TRUTH AND LIBERTY.

NO. 192 TUESDAY, JULY 9, 1895, SALT LAKE CITY, UTAH. VOL. XXVIII.

CORNELL WINS.

The Leander Crew Refuses to Start.

THE SPECTATORS EXCITED.

Unusual Interest Taken in the Henley Regatta.

FIVE THOUSAND AMERICANS

Present to Witness the Race for the Challenge Cup—Fine Weather —Grand Scenes.

HENLEY-ON-THAMES, July 9.—Cornell covered the course in 8 m. 11 s.

The first heat for the grand challenge cup today at noon, the Trinity Rowing club, Cambridge, beat the London Rowing club eight easily, four lengths, in 7 m. 36 s. High wind prevented fast time. Trinity Hall had the Bucks or most favorable shore of the course.

In the first heat for the Thames challenge cup, the St. John's college (Oxford) boat club beat the eight of the Thames rowing club by a length and a half, in 7 m. 57 s. In the second heat for the grand challenge cup, the Eton college crew beat the eight of the Thames rowing club.

In the first heat for the Visitors' challenge cup, the Trinity hall (Cambridge) crew beat the four of Caius college.

In the second heat for the Thames challenge cup, the crew of the Nereus boat club, Amsterdam university, beat the crew of the Lady Margaret (St. John's college, Cambridge,) boat club. The Dutchmen simply walked away from the Lady Margaret crew and won by three lengths and a half lengths. They received the heartiest kind of reception as they crossed the line ahead of the home crew.

Cornell and Leander were to start promptly at 3 o'clock. The wind continued blowing strongly in favor of the Cornell crew which had the Bucks side of the river. Leander refused to start without word was given and the Cornell crew rowed over the course. The time of the crew was 8 m. 11 s.

THE GREAT EVENT.

HENLEY-ON-THAMES, July 9.—The fifty-sixth anniversary of the whole thing in Great Britain opened today and promises to be one of the most interesting on record. This is mainly due to the fact that the seven entries for the Grand Challenge Cup, the "Blue Ribbon" of aquatics, includes that of the crew from Cornell university, Ithaca, N. Y.

The Grand Challenge cup was first competed for in 1839. The Leander rowing club, composed mainly of ex-Oxford and Cambridge oarsmen are the holders of this trophy, and the Leander float also holds the record for the race, 6 minutes 51 seconds, made in 1891, over the Henley course, one and one-half miles.

Consequently there was an increase of interest in this event when it was decided by drawing lots at the town hall of Henley on Saturday last, that Cornell was to meet the Leander crew, the most prominent oarsmen of Great Britain, this afternoon, in the first heat in which the Americans take part.

Last year the race for the Grand Challenge cup was rowed in seven minutes 22 seconds, and as the men from Cornell have frequently covered the course in a little over seven minutes, their admirers, in spite of the gloomy reports from training quarters, believe that the winning crew would have to break the record.

A PICTURESQUE SCENE.

It has been pronounced impossible to imagine a more picturesque scene than the one furnished on the waters and banks of the "Old Father Thames," between Regatta Island, which is the starting point, and Hambleden Bridge, a short distance above the Aulsh. Henley is situated thirty-six miles, about an hour of railroad train ride, from London, in an ideal English country district, and on regatta days crowds of excursionists travel from the great metropolis to the Thames near Henley to witness this unique aquatic carnival. The compelling element, of course, are the main attraction, but their hundreds of amateurs, male and female, are the people who make up the picturesque crowds at Henley.

At a rough estimate fully 120,000 people will be present at the regatta which began today, continues tomorrow and ends on Thursday. Every carriage rentable has been secured for days, weeks and even months ahead of this, the opening day of the regatta, and hospitable personages connected with Cornell university after wandering for hours about Henley and its neighborhood, were unable to obtain food until some kind of makeshift accommodation was provided them at the training quarters of the Cornell crew.

AMERICANS PRESENT IN NUMBERS.

This recalls the fact that the young men of Cornell will not lose for lack of encouragement from their patriotic fellow citizens. The number of Americans present in Great Britain is by all accounts the greatest ever recorded. Anyhow, the crowds of Americans at Henley during the three days of the regatta will utterly eclipse anything of the kind ever dreamed of. The visitors from the United States took old Father Time by the forelock and secured the best apartments and most comfortable house boats it was possible to money to procure, and they are determined to "root" for the boys from home as long as their lungs hold out. In fact, the average American rarely knows how dearly he loves his American country until he finds himself in a strange land and prepared to witness a sing in fact the one in progress here now. Besides "Old Glory" never looks more beautiful than when waving defiantly among the flags of other nations and when the pulse quickens with the anticipation of a gallant struggle with the best people of Great Britain, the home of beautiy sport.

BOTH SHORES ALIVE WITH PEOPLE.

This morning every hotel, cottage, private residence, house boat, steam launch, electric launch and row boat of all sizes and descriptions was occupied in some shape or other. Both the Berkshire and the Buckinghamshire shores of the river popularly known as the Berks and Bucks, are alive with people and the waters swarmed with small craft taking part in this grand aquatic picnic.

The blending of colors was really marvelous. Flags of all colors, sizes and shapes mingled with costumes of every description and one imaginable, topped off with a mushroom growth of many colored parasols and umbrellas.

From the ancient stone bridge above the Aulsh to the starting line below Regatta island, the water near the banks of the Thames was jammed with house boats, launches, steam yachts, college barges, row boats, canoes and every other sort of craft known to aquatic humanity crowded to the utmost with male and female rowing enthusiasts, and all clothed in the very latest of boating costumes of rain or sunshine, cold or hot, the weather had no terrors for them.

HOUSE BOATS A FEATURE.

The house boats are one of the great features of Henley regattas—they must be seen to be appreciated. Some of them are simply barges with tough women floors upon them, their roof and windows loaded with flower boxes and flower pots; others are really floating palaces, hidden under cascades of growing vines. Nearly all at night are prettily decorated with strings of Chinese lanterns and give the river a most pleasant illumination, especially as no mosquitoes are almost unknown on the banks of the Thames. On board these house boats, commencing the day before the opening of the regatta there is an almost endless round of entertainments of all descriptions and consequently there arises from the pretty pleasure fleet almost at all times a gentle murmuring of sweet music which seems only to be interpreted by the racer. The Berkshire bank of the river is a beautiful sight, with its rows of flower beds, rising over a swarming fleet of craft, and on the other side Buckinghamshire shore are the masses of people, fakirs, showmen, peddlers, dancers, etc. In addition many of the college and other rowing clubs have tents on the river banks and in a word Henley for three days each year is the happy hunting ground of all lovers of aquatic sports. The course between the heats is almost clothed out by small craft. But the ringing of a bell causes an almost magical change; the course is cleared, the music ceases, and almost dead stillness settles over the immense throng assembled and then from the starting line adieu rows of cheers which are borne onward with the competing boats until it reaches a climax at the finishing line.

PERFECT ORDER IN THE RULE.

In exact figures the course is 1 mile and 550 yards long, the starting is below Regatta island; the crews row up stream against the slight current and the finish is opposite the grand stands, about 550 yards below Henley bridge. Owing to the bend of the Thames at about Henley is narrow and crowded, all the races are rowed in heats, only two boats starting in each heat. The first heat is started at noon and the last at 8 p. m., a heat being rowed every half hour. The most perfect order prevails and everything goes off with clockwork regularity.

The regatta committee assigns a position in every heat on the river and this rule also prevails in the case of the camping and coaching parties. Every boat has a distinguishing color and the blades of the oars, as a rule, are painted this color. The course is marked by poles on top of which are white flags and at each quarter of a mile there is a bell which is rung loudly as each competing boat approaches it. Of course the friends of the contestants may know exactly the intervals separating them.

NO PROFESSIONALS.

Only amateurs pole and single sculls compete at the Henley regatta, as the following extract from the rules clearly determines:

No person is an amateur who has taken part in an open competition for a stake, money or entrance fee; and has knowingly competed against professionals for a prize; who has taught, pursued or assisted in the practice of athletic exercises of any kind for profit; who has been employed in or about the boats, or in manual labor for money or wage; who is or has been by trade or employment for wages, a mechanic, artisan, laborer, or engaged in any manual duties.

LIST OF ENTRIES.

The following is a full list of the entries for the Henley regatta:

Grand Challenge cup (seven, as against four last year)—Cornell Navy Boat club, Ithaca, U. S. A.; Eton College boat club; London Rowing club; New College, Oxford; Thames Rowing club; Trinity Hall, Cambridge.

Ladies Challenge Plate—Eton college; Lady Margaret Boat club, Cambridge; Hagley college; St. Joan's college, Oxford.

Thames Challenge Cup—Anglian Boat club; Kingston Rowing club; Lady Margaret club; London Rowing club; Putney Boat club; Nereus Boat club; Amsterdam university; Société D'Encouragement Aux Sports Nautiques, Paris; St. John's college; Thames Rowing club.

Stewards Challenge Cup—Argonaut Rowing club, Toronto; Leander club; London Rowing club; New College; Thames Rowing club.

Visitors Cup—Caius College, Cambridge; First Trinity, Cambridge; New College; Trinity college, Oxford; Trinity hall, Cambridge.

Wyfold Challenge Cup—Caius college; First Trinity; Henley Rowing club; Thames Rowing club; Trinity hall.

The Silver Goblets—W. Broughton and H. D. Muttlebury, Thames Rowing club; W. E. Crum and C. M. Pitman, New College, Oxford; A. J. Davis and L. H. R. Beale-Fox, Lady Margaret Boat club, Cambridge; V. Nickles and Guy Nickles, London Rowing club.

The names of the Cornell men are as follows: S. L. Shape, captain, Milwaukee, Wis; E. C. Hager, Buffalo; P. W. Freebern, Ithaca, N. Y.; G. P. Dyer, Annapolis, Md.; R. R. Hamilton, Ithaca, N. Y.; F. M. Matthews, Buffalo; F. C. Slade, Yonkers, N. Y.; E. R. Spellman, Tonawanda, N. Y.; W. S. Curtiswell, Buffalo; E. A. Crawford, Ithaca, N. Y.; J. H. Tanner, Washington, D. C.; T. W. Fennell, Elmira, N. Y.; T. Hall, Washington, Ontario; E. J. Johnson, Catskill, N. Y.; R. E. Sanford, Chicago; C. S. Moore, Olean, N. Y.; H. W. Jeffers, Kingsley, Pa.; J. Isles, Newark, N. J.; W. Beasley, Flushing, N. Y.; F. B. Coleen, Buffalo, N. Y.; R. T. Richardson, Chicago.

Mr. C. S. Francis, of Troy, N. Y., who is a trustee of Cornell University, accompanied the team with Trainer C. E. Courtney, to England.

THE CORNELL CREW ARRIVES.

At 2 o'clock the Cornell crew drove through the fields to the starting point, the American college boys running and yelling after the vehicles and Atlanta crew which established the Brittenera. A strong wind continuing from the Berks shore. All four races up to that time had been won by the crews pulling on the Bucks shore. At 2:30 the Leanders paddled down the course to the starting point. They looked splendid in form and were loudly cheered.

CORNELL ROWS ALONE, LEANDER IN A RAGE.

U. S. Ambassador Bayard and a representative of the Associated Press were on the umpire's launch. The excitement was at fever heat when the course was cleared in preparation for the most important event of the day, the race between Cornell and Leander in the third of the first series of trial heats for the grand challenge cup. When the umpire put the crews in position, Cornell was first in place and Leander slowly paddled to the point assigned that crew. Several boats followed in the wake of the crews and the umpire sharply ordered them away as they seemed likely to interfere with Leander. The umpire then said, "Are you ready for a sender?" The Leander crew was in place the umpire cried, "Are you ready?" Cornell said, "Yes." A member of Leander said, "Yes." Then Leander stroke, C. W. Kent, cried, "No."

The umpire an instant before had said, "Go." Leander at the word started, half the crew pulling for dear life. The others turned and shouted, "No, not ready." The umpire waived his hand to Cornell, which crew had taken the water promptly when the word was given, shot ahead and continued over the course. The umpire's boat at first did not follow and the Leander crew with Coxswain F. C. Begg in a terrible rage, pulled the boat towards the umpire's launch, they said, "I told you we were not ready." To this the umpire made no reply and his launch steamed ahead after the Cornell crew now far down the course. The Leander crew, until the umpire's launch passed away out of speaking distance, continued to shout wildly, "We are not ready; why did you serve us so?" The umpire did not look at them and increased the speed of his launch.

Passing the end of Regatta Island, F. C. Coleen, the Cornell coxswain half turned and held up his hand towards the umpire's launch, but the umpire waved them on, and Coleen, with a satisfied look, quickly resumed his position and gave sharp order to the crew who had relaxed the tremendous pace with which they started. Upon reaching the half mile post, where the crowds began to thicken, the Cornell boys were loudly cheered. As few feet beyond this there were exulted shouts from both banks, "Where is Leander?" "Why don't they come? Are they lost?" could be heard every few feet. "The English crew would never have kept on," said an Oxford Britisher.

Among the Americans the feeling was one of great disappointment. One said "I would rather they licked us than have a thing like this." However, the universal opinion among rowing authorities was that Cornell was perfectly right in rowing over the course and could have done nothing else in face of the umpire's orders.

WILL PROTEST.

LONDON, July 8.—The St. James Gazette says the Leander crew probably will protest against the decision of the umpire allowing Cornell to row over the course when the former crew had announced they were not ready to start.

BEAUTIFUL WEATHER.

The weather this morning was warm, cloudy and light wind blowing from Buckinghamshire shore, but by the time the first heat was started at noon a very strong wind was blowing from the same direction, giving the crews a great advantage there. The Cornell crew has the Bucks shore in its race with Leander.

Sunday's rest and yesterday's light exercise had an effect for the better on the Cornell crew. They arose early, and after a light breakfast, preceded by a good run down, they arrived at the boat house at 9:30 in good spirits and confident of victory. Hager, Fennell and Spellman especially showed marked improvement. Hager, in a conversation with a representative of the Associated Press, said: "I think I am all right again, although not as fit as a week ago."

Spellman and Fennell echoed the sentiment of all the crew when he said: "We will make the race of our lives and we hope for the best result."

THE SCENE ON THE RIVER.

The scene on the river was one of unusual animation even for Henley. A large fleet of house boats and other craft were moored along the banks of Bucks shore, gaily decorated with flags and filled with large parties of fashionable people. The course was staked out with white poles upon which numerous signal flags were flying.

CORNELL CREW.

The Cornell crew entered the boat at the following weights:

M. W. Hoe, 98, bow, 169 pounds.

E. C. Hager, 98, Buffalo, N. Y., who rowed in freshman and varsity crew of 94, No. 3, 168 pounds.

F. W. Freebern, 97, Ithaca, rowed as freshman in varsity crew of 94, No. 4, 171 pounds.

T. Fennell Jr., law, Elmira, N. Y., first year at rowing, No. 3, 175 pounds.

George P. Dyer, 95, No. 6, 161 pounds.

C. A. Lewis, 97, Brooklyn, N. Y., member of the freshman crew last year, No. 7, 160 pounds.

Tom Hall, of Washington, Ont., known as the "Veteran" stroke of Cornell's crew, varsity crews for three years, stroke, 174 pounds.

F. C. Coleen, 97, Buffalo, N. Y., coxswain of freshman crew last year, coxswain, 108 pounds.

To these weights were added three pounds dead weight to make up the minimum requires for the coxswain.

LEANDER CREW.

The crew of Leander Boat club entered the boat as follows:

C. W. N. Graham, bow, 160 pounds; J. A. Ford No. 2, 168 pounds; S. Graham, No. 3, 168 pounds; F. J. G. Dunckanson, No. 4, 187 pounds; W. B. Stewart No. 5, 187 pounds; C. D. Burnell, No. 6, 168 pounds; M. C. Ionides, No. 7, 172 pounds; C. W. Kent, stroke, 161 pounds; F. C. Begg, coxswain, 119 pounds. There is only 24 pounds difference in the weights including the coxswains.

At noon today judging from the number of American flags flying on all sides and by many familiar faces about the water, it was estimated that there was fully 5,000 Americans present, prepared to sustain Cornell with cheering and every other mark of encouragement possible.

On a Capsized Boat.

CHICAGO, July 8.—Yesterday afternoon Allen Fowler, a prominent young attorney, started for a sail with the yacht Rowena, taking with him Miss Emma Gibson, James Dalton and servant. About 10:30, near Lincoln park, a gust caught the yacht and it capsized. Miss Gibson was swept over off the deck, but was rescued by Mr. Fowler, and the four, by the aid of oars, succeeded in clinging to the overturned hull. Chilled and almost helpless they drifted about until the daylight revealed their plight to fishermen, who rescued them, as exhausted as they were unable to tell their names. Miss Gibson is in a critical condition, but recovery is expected.

WILL BE APPEALED.

The Decision in the Stanford $15,000,000 Suit.

WASHINGTON, D. C., July 9.—Attorney General Harmon this afternoon telegraphed Special Attorney McKinney at San Francisco that he will take an appeal in the Stanford $15,000,000 suit. The privilege of appealing the government will greatly by the judge will not be taken advantage of, but an appeal will be taken to the United States circuit court of appeals for the Pacific coast district.

THE "CENT" QUESTION.

The Recent Discussion Settled by the Coin Result.

NEW YORK, July 9.—Hon. L. Bradford Prince, for years governor and chief justice of New Mexico, is in the city. In an interview he said: "A couple of months ago there was a great discussion in China as to what was the correct value under the original coinage act of 1792, which embodies the views of Washington, Hamilton and Jefferson. There was a large note on the subject, one contending that the unit was in silver and some in gold, and finally the matter was referred at one of the clubs to Judge Vincent, who rendered a decision which was no sooner made than it was universally accepted.

"The joke is this: That the people of Chicago never thought of looking at the coin itself to see whether it said anything on the subject.

"Now, here," said the governor, taking out of his pocket two finely preserved specimens of our early coinage, "here are two silver dollars, one of 1795 and one of 1803. On the obverse of each is the word 'Liberty' and the date; on the reverse, 'U. S. of America.' Now look at the edge, where the milling is placed on more modern coins. What do you see? 'One dollar or unit, hundred cents.'

"If the Chicago lawyers had only thought of going to the coin itself as a witness, they would have found the statement that the silver dollar was the unit by the direct statement imprinted in its very substance.

"You know the silver dollar never varied in weight in the United States from the foundation of the government in 1792 to the demonetization in 1873, when it was worth $1.03 in gold dollars.

"When the change in ratio was made in 1834 it was the gold coin that was altered, not the silver dollar.

"The latter was always the immutable standard of value till struck down by the monopolists who desired a dishonest, constantly increasing single standard, in 1873. When the 'unit' question comes up again, just remember to look at the coin itself."

AMERICA'S OPPORTUNITY.

A Cheap Dollar Should be Coined for the Oriental Trade.

WASHINGTON, D. C., July 9.—Representative Doolittle, of Washington, who has recently made a trip to China and Japan, speaks very encouragingly of the prospects of extended American trade in those countries and thinks that the opening up of the interior of China under the provisions of its new treaty with Japan will furnish an opportunity for American enterprise. He suggests various methods of developing this trade, one of which would be the coining of a portion of our silver pieces into coins such as would be accepted by the Orientals. He observed with special interest the popularity of the English silver coin known as the shop dollar, and expressed the opinion that the United States should lose no time in imitating the example of Great Britain in preparing a special coin for the transpacific trade.

MONEY AND POLITICS.

Russia's Disinterested Neutralitness With China.

NEW YORK, July 9.—A special to the Herald from St. Petersburg says: With regard to the rumors that Russia has concluded to conclude the Chinese loan only on condition that China ceded enough territory to allow Russia to run the Siberian railway to the sea, it is asserted on good authority that no question of politics was mixed up with the negotiations.

FATAL PILGRIMAGE.

A Number of Persons Killed in a Railroad Accident.

A PULLMAN COACH TELESCOPED

With Disastrous Results to All Its Occupants Except the Conductor.

QUEBEC, July 9.—A very large pilgrimage from Sherbrooke, Windsor Mills and Richmond left the last named town at 10 o'clock last evening for the shrine of St. Anne de Beaupre. There were two sections of the train, one running a few minutes behind the other. The first section was standing at Craig's Road station at 3 a.m. today, taking water, when the second section, passing Stevenson, crashed into the rear Pullman coach of the first section, smashing it to kindling wood, and killing, it is said, everybody in that car except the Pullman conductor who jumped. Engineer Metcalf and Fireman Perkins of the second section were both killed outright. The Pullman coach was telescoped into the first class car of the first section, killing a number of passengers. Among the killed are three priests. The number of killed is now placed at twenty-five and injured at thirty-four.

THE OFFICIAL FIGURES.

MONTREAL, July 9.—The officials of the Grand Trunk report the number killed in the Craig's road disaster last 13 and the injured 19.

Plot Against the Czar.

LONDON, July 9.—A dispatch from St. Petersburg reports the discovery of an extensive plot against the life of the czar. Eight arrests for complicity with conspiracy have been made. Among those accused are six men, well known as nihilists.

Gladstone's Message.

LONDON, July 9.—The Westminster Gazette this afternoon publishes the following message from Mr. Gladstone, addressed to the Liberals of London:

"HAWARDEN, July 8, 1895.—Assure all other parties, Unionists the right of the House of Commons as the organ of the nation and establish the honor of England as well as consolidate the strength of the empire by conceding the just constitutional claims of Ireland. (Signed) GLADSTONE."

The Teachers at Denver.

DENVER, July 9.—The delegates and visitors to the N. E. A. have practically all arrived. Conservative railroad men estimate the number at 15,000. The Council of Education held its final meeting this afternoon. It was an executive session wholly devoted to business matters.

Not Six Months for Debs.

CHICAGO, July 9.—Judge Woods today reinstated the former order making concurrent the sentences of Eugene V. Debs and other officials of the American Railway Union. Debs will serve but six months and his associates three months.

Murdered by a Mob.

LOUISVILLE, Ky., July 8.—A special from Princeton, Ky., to the Post, says at midnight a masked mob murdered Hewlet Howton and Joseph Howton. Each was riddled with bullets.

Aged Lady Murdered.

GRAND RAPIDS, Mich., July 8.—Mrs. Levi Pierce, aged 63, who lived at Berlin, Ottawa county, was murdered yesterday. Her daughter, May Pierce, aged 18, and grandson, George Keesler, aged 12, are in jail at Grand Haven, awaiting examination.

Business Outlook in California.

SAN FRANCISCO, July 9.—Nearly fifty cities and towns in California in response to inquiries made by the Chronicle, have reported in detail the condition of their business, and, especially the development of the leading industries. The net result of these questions and answers is that there is good, solid ground for satisfaction at the outlook in all sections.

Fair's Sanity Will.

SAN FRANCISCO, July 9.—A local lawyer says the administrators of the Fair estate have been approached by Detective John Curtis with an offer to return the stolen will for a large monetary consideration. The attorneys say several offers to return the will have been made which they were at first inclined to entertain, but Judge Slack refused to sanction such a transaction.

Polish Town Destroyed.

ST. PETERSBURG, July 9.—A fire destroyed 230 houses in the town of Sambrow, government of Lomsha, Poland. Two thousand persons were rendered homeless by the conflagration.

Cuban Rebel Leader Killed.

NEW YORK, July 8.—A private correspondence from Cuba brings the report that General Burdess, one of the insurgent army, was shot and killed in Alegrgenia, where a battle was fought by the insurgents under General Gomez, June 20. Four engagements took place, in all of which the insurgents are said to have been successful. General Burdess was leading a division and was shot from a house in the town which was then ordered burned. The second engagement was at Cojo Alarda, where a detachment of Spanish soldiers was found to surrender, the men giving up their arms and ammunition.

KEETA GETS RESTLESS.

Tired of Living Like a Prince in San Francisco.

SAN FRANCISCO, July 9.—A local paper says that General Aristo Keeta, ex-president of San Salvador, who has resided in this city several months, is preparing to return to his native land and overthrow the government. Keeta says he has chartered a vessel, has bought arms, cartridges and other munitions of war, and has prepared to go to Salvador in a short time. In letting up into the authority which he claims rightly belongs to him. He declares, for many reasons, is keep secret where his vessel was chartered or loaded, as it might be detained if it has not already sailed, and his plans thus thwarted, but of the last fact he has engaged a vessel and that he has purchased arms and ammunition he does not hesitate to speak.

Keeta says he lived like a prince since he came to San Francisco. He has enjoyed all the luxuries that the city affords. He has bought them as though his purse had no bottom. Indeed, he has been lavish with his money almost to the point of recklessness. The hotel bill for a part of his stay was $12,000, and another one that reaches the thousands has been presented. But this is only a trifle compared with what he has spent in being a good host.

It is supposed that Keeta is being supplied with money by his brother Carlos who fled to Paris with $7,000,000 at the outbreak of the revolution in Salvador.

Accused of Taking Bribes.

SPRINGFIELD, Ill., July 8.—In an interview with the correspondent of a Chicago paper, Governor Altgeld said: "It is a fact that certain members of the general assembly were paid large sums for their support of the Humphrey seating bill. One member, I am told, was paid $5,000 by an officer of the young association. These facts will doubtless be made public at the proper time and place."

McLaughlin Admitted to Bail.

BROOKLYN, N. Y., July 8.—Judge Gaynor of the Supreme court admitted ex-Police Inspector W. W. McLaughlin, of New York, to bail today in the sum of $20,000.

Anti-Platt Leader Resigns.

NEW YORK, July 9.—The evening World says Cornelius N. Bliss, leader of the anti-Platt element in the Republican party of this city, has resigned from the Republican county committee.

Wheat Goes Down.

CHICAGO, July 9.—Wheat went down a cent at a lively pace today, ending with a loss of 2¾ cents for the day, making a sensational decline of over 5 cents within two days. The closing price was 6.

SOMEBODY MOVE THAT COW.

Injustice Being Perpetrated on Citizens by Two Gigantic Quarreling Corporations.

Nearly two weeks ago a Rio Grande Western train ran over and killed a cow in the vicinity of Fifth West and Eighth South streets. No effort was made to remove the carcass, at least, no proper effort. The city, through its representatives, claimed that the railway company should perform that duty and the latter assumed an air of independence and figuratively expressing it, told the municipal authorities they could whistle.

This stirred the city's ire of the controversy up to the point that it, in the language of Councilman O'Meara, had the railroad arrested and brought into court. It is a well known fact that Superintendent Welby was ordered to appear before Justice Smith to show cause why he should not have the nuisance abated. He succeeded in securing a continuance not only once but twice. In the meantime the carcass remains just where the unfortunate cow came to her death. The stench is terrible and the patience of citizens in that new plague spot has been exhausted while the health of themselves and family is threatened.

What the people want is to have the putrid remains removed at once. They do not care who performs that task as long as it is done but done it should be without delay. The controversy over the affair until that has been accomplished is altogether undignified and disgraceful. If there are any legal rights involved they can be settled later. Neither side seems to have fully realized the spectacle it has presented to the minds of the people. It is not at all likely that the latter will feel kindly towards two great corporations, one public, the other private, both worth millions of dollars, with great pay rolls and numerous employes, engaged in an unseemly contest which could be brought to an end at an expense of perhaps less than $5. Let somebody move the carcass! Let whistles say mere "funny business."

The case came in the police court before Justice Smith this afternoon for the third time. The railway company was represented by Judge Bennett and Attorney C. C. Thomson, and the interests of the municipality were looked after by Assistant City Attorney Van Horne. The heating resulted in a victory for the railway company, Justice Smith ordering the dismissal of the case against Mr. Welby. Attorney Van Horne gave notice of an appeal. At the present rate of procedure the case's issues will be bleached and mildewed before the case is definitely settled.

TWO LOST CHILDREN.

Brother and Sister Found Asleep in Each Other's Arms at the Rio Grande Western Depot.

Officer Fitzsimmons late morning at 2 o'clock made the surprising discovery of two little children in a furniture car at the Rio Grande Western depot. The children are a boy aged eight years and his sister aged seven, and their names are Harry and Nellie Hammer. When found they were asleep in each other's arms.

They were brought to the police station by the officer and a hot bed was made up so that they could sleep the remainder of the night. They say that they wandered off from their home on East street and when night came they got into the furniture car to rest. Negligently had been made up to soon today and at that time an a the officers at the station was about to accompany them home.

ON THE RAILWAYS.

Pullman-Whole Service Between Salt Lake and Hot Springs July 24.

EXCURSIONS TO LAKE RESORTS.

The Bicycle Road Race Tomorrow Evening—M. I. A. Day at Saltair —Other News.

Marked interest is being taken in the bicycle road race to be run tomorrow afternoon between this city and Farmington, by local bicycists. In connection with the race an observation train will be run over the O. S. L. & U. N. line. This train load of excursionists will start simultaneously with the racers, at 5 o'clock, from the depot in this city, and will keep abreast of the bicyclists until near Farmington, when the train will hasten forward in time to permit the passengers to witness the finish.

On the Twenty-fourth an important change will be instituted by the O. S. L. & U. N. road in its service between this city and the Hot Springs. Several siding are being put in, with the intention of inaugurating a 15-minute service, the best yet given there. For this purpose three trains will be run. The day's program on the bicycle track will be of unusual interest from the fact that crack bicyclists from California and elsewhere are listed to take part in the contests.

The Rio Grande Western and Union Pacific roads both give special rates to the city from all points on their lines in Utah on the occasion of the Democratic executive convention to be held here next Saturday, the 13th. From stations where the trains do not connect in time to bring passengers in on the day of the convention, tickets are good the previous day. For the convenience of those who may come from Utah county, the R. G. W. will send out a special train with passengers for Goshen and intermediate points, leaving this city at 11 o'clock Saturday night.

The Union Pacific has booked a big excursion to Garfield Beach for the Twenty-fourth, the day having been fixed upon by the Scandinavians.

Following the Old Folks' excursion to Pleasant Grove on the 11th comes the Mutual Improvement association's outing to Saltair on Friday, the 12th. Reports indicate that there will be a very large attendance at the big pavilion on that day.

The railway question is an interesting one to the boys, hence a debate to be held by the Ninth Ward Lyceum this evening, on the question as to whether government should take active control in operation of railways in this country, promises to prove entertaining to a large crowd.

NOT UNTIL HE HAS TO.

Assistant Fire Chief Donovan Entertains No Thought of Tendering His Resignation.

It was stated today, in view of the executive meeting of the fire and police commission last night, that Assistant Fire Chief Donovan, stationed at the West Side department, would be called upon to tender his resignation and in anticipation of such a request had decided to send it in before a demand could be made upon him.

To ascertain the correctness of the report a representative of the News called the assistant chief this afternoon for a statement. He said that he had no intention of doing so and added with emphasis, "I will not do so until I have to." As to whether the commission will make the request indicated it is a question of harmony" is a question that the members of both branches of the fire department are trying to solve. The commissioners are discreetly silent regarding the matter and skillfully avoid being interviewed on that subject.

CHARLIE'S CHAINLESS BIKE.

It Was Located in Springville and Will Be Returned to Its "Valley Tan" Prescription Owner.

Mr. C. E. Johnson, who has been regretting the loss of his League chainless bicycle for some time, has been made glad by hearing that he would soon be able to recover it. The wheel was stolen from in front of Mr. Johnson's shop some weeks ago, since which time the police have been on the lookout for the culprit. It appears, however, that Sam Park, who, by the way, has had several wheels stolen of late, has been doing a little scouting himself in quest of some of his lost treasures, and while at Springville, he came across Mr. Johnson's wheel in the possession of one Joe Hoots. On questioning Mr. Hoots, the latter stated that he had purchased the wheel from some dubious looking tramp young fellow who had happened along the road the morning after the wheel was stolen. The fellow crossed Mr. Hoots's sympathy by his tale of woe and finally succeeded in making a sale, selling the wheel at a great sacrifice. Mr. Hoots will return the wheel to Mr. Johnson, and in the meantime will try to locate his man, of whom he has an accurate description.

Proposed City Jail.

Councilman O'Meara, chairman of the committee on prisons, who for a considerable period past has been urging the necessity of building a new city jail, does not seem to be very sanguine over the success of the project, as he said today that plans might not be accepted. Architect Hale, however, is at work on them and it is quite probable that his plans will be adopted.