

FIFTY-FIRST YEAR

LEANDER BEATS PENNSYLVANIANS.

Just a Length in 7 M. 4 4-5 S.—Best Race Ever Seen at Henley—"We Were Simply Outrowed," Says Coach Ward.

Henley, July 5.—To the disappointment of all the Americans at Henley this morning, the Leander crew, this morning defeated the crew of the University of Pennsylvania in the final heat for the Grand Challenge cup. The Leander crew, consisting of six rowers, defeated the Pennsylvania crew, which consisted of eight rowers, in a race which was the best ever seen at Henley. The Leander crew, which was coached by Mr. Ward, won the race by a length in 7 minutes 4 4-5 seconds. The Pennsylvania crew, which was coached by Mr. Smith, was defeated by a length in 7 minutes 4 4-5 seconds. The Leander crew, which was coached by Mr. Ward, won the race by a length in 7 minutes 4 4-5 seconds. The Pennsylvania crew, which was coached by Mr. Smith, was defeated by a length in 7 minutes 4 4-5 seconds.

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A WIDELY HERALDED BAPTISM.

Association of Miss Elizabeth Dickinson, Former Secretary of the Young People's Society of Christian Endeavor, New York, With Latter-day Saints, Attracts Much Attention.

(Special to the "News.") New York, July 4.—Miss Dickinson, until lately secretary of the Christian Endeavor society here, was baptized today. Many reporters and spectators were present and extended comment by newspapers is expected. ASSOCIATED PRESS REPORT. New York, July 5.—In Jersey City and on the shore of New York Bay, Miss Elizabeth Dickinson, a former secretary of the Young People's Society of Christian Endeavor, of the Port Morris Congregational church, in the Bronx has been baptized into the Mormon faith. Prior to the ceremony between thirty

SPRY TELEGRAPHS TO HIS WIFE.

Abandoning Superintendent of Sprinkling Wires to His Wife That He Will be Home on Saturday—Officers Believe Message is a "Blind."

San Spry, the abandoning superintendent of street sprinkling who suddenly left Salt Lake on Wednesday evening with a large sum of money belonging to city employees has been heard from notwithstanding the reports of the "News" contemporaries to the contrary. Both of them this morning stated that not a word had been heard of him. But the facts are his wife received the following telegram from him from Nampa, Idaho, late yesterday afternoon, just after the "News" went to press: "I am all right. Tell Odele I will be home Saturday." "S.A.M." A "BLIND MESSAGE." The officers ascertained that Spry left on the Oregon Short Line on Wednesday evening and believe he sent the telegram as received. They are of the opinion, though, that it is a "blind message," sent with the hope of throwing them off the track and giving him further time in which to make his escape. Of course it will take until tomorrow

he has had time to realize the rashness of his step and that he will return tomorrow as he telegraphed to his wife. The police, though, look upon this as being only a remote possibility. It now transpires that he only obtained \$735 from the men employed in the sprinkling department though the police declare that he went away with a much larger sum than that, having borrowed considerable money from various parties of late. His methods seem to have been systematic and with a view, the officers think, to do just what he had done. Chief Hutton and his men say that coming home would be the very best thing he could do, as it is firmly believed by them that his capture is certain.

HOW SPRY GOT THE MONEY. Deputy City Treasurer Swan said today that there was nothing irregular about his paying over the \$735 to Spry. Such assignments were made on every pay roll.

Following is a copy of the order on which Spry obtained the money. There were fourteen signatures, all of whom were on the payroll for \$52.50. R. P. Morris, City Treasurer. Dear Sir—Please pay Sam Spry my salary for one-half month ending June 30, and oblige, John H. Timpan, Sam Allen, M. Handley, W. W. Spilburg, E. A. Hallstrom, Walter Watman, David H. Crowther, William White, H. V. Smith, James Reid, J. R. Watson, T. E. Jerome, H. S. Sheets, John S. Corless, J. S. J.

HAY'S NOTE TO RUSSIA. Mr. DeWollant Makes Formal Acknowledgment of Its Receipt. Washington, July 5.—Mr. DeWollant, the charge of the Russian embassy here, today called at the state department and in behalf of his government formally acknowledged the receipt of Secy. Hay's note respecting the imposition by Russia of retaliatory tariff duties. The Russian note is understood to include a request that the principal purpose being to keep the issue between the two governments in its present condition until Count Cassini, the Russian ambassador, arrives at St. Petersburg and has an opportunity to confer with the foreign office officials. There is, however, an earnest expression of desire on the part of Russia to cultivate the most friendly relations with the United States not only politically but commercially and industrially.

Pittsburg Strike Situation. Pittsburgh, Pa., July 5.—There seems to be little or no change in the steel strike situation. President Shaffer of the Amalgamated association, denied the rumor that he was going to New York for a conference with the officials of the U. S. Steel corporation, but said he might go to Milwaukee to assist in the settlement of several special scales for the Federal Steel company. He said there was nothing new in the situation. Asked whether he had made the statement attributed to him that if at the expiration of a certain period no agreement was reached, he would order all the Amalgamated men employed in mills controlled by the U. S. Steel corporation, President Shaffer replied, said that he had never given anybody occasion to say anything of the kind.

KING EDWARD'S TITLE. It May be Changed to Read "Sovereign of Great Britain."

New York, July 5.—Commenting upon Mr. Chamberlain's announcement in the house of commons that the title of King Edward will be changed, the London correspondent of the Tribune says: "The king cannot be made emperor of self-governing colonies such as Canada and Australia. In circles generally well informed the impression prevails that the words 'sovereign of Great Britain' will be added to the ceremonial title, which is 'Edward by the Grace of God of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, Emperor of India.' Some people in England, however, believe that the addition will be a complete one and that Canada, Australia and South Africa will be separately mentioned. The attitude of the opposition will depend on the character of the bill. If it should attempt to extend the title of emperor to any part of the king's dominions outside of India it will be stoutly opposed."

Hanna and Morgan to Meet. Cleveland, Ohio, July 5.—Senator Hanna will leave here late this afternoon for New York. It is reported that he will hold a conference with J. Pierpont Morgan in the latter city relative to the formation of the big soft coal combination.

Murder and Suicide. Des Moines, Iowa, July 5.—F. A. Brackett, a retired farmer from Atlantic, Iowa, killed his wife and then shot himself in their room at the home of his daughter, Mrs. Otis E. Powell, about 1 o'clock this morning. It is believed his mind became affected by the heat.

Four Miners Suffocated. Pittsburgh, July 5.—Four Italian miners were found dead in an abandoned coal mine at Catsburg. They are: Steve Coskey, Andrew Getzinski, Mike Manoski, Frank Yanky.

They attended an Italian dance at Monongahela last night and after the dance it is understood took a keg of beer and went to one of the rooms of the mine. The wet weather caused an accumulation of fire damp in the room and all were suffocated.

Russian Bank Suspends. St. Petersburg, July 5.—In consequence of the failure of the Kharkoff commercial bank, the commercial bank of Ekaterinofsk suspended payment today. Its liabilities are 1,250,000 roubles.

Another Leipzig Director Suffocated. Leipzig, July 5.—Another director of the Leipzig bank, Karl Foltz Schaefer, committed suicide by shooting himself this morning. Schaefer was also a member of the firm of Berger & Voigt. This firm declares it is not affected by Schaefer's death, as he held his share of the business yesterday on favorable terms.

It is reported that an examination of accounts of the Cassel Grain Drying company which assigned yesterday, disclosed a deficit of 14,500,000 marks. There are serious rumors that securities were twice pledged and that the directors owe a large debt to the company.

S. F. MINT THEFT. No Arrests Made and Government Officers Are Silent. San Francisco, July 5.—No arrests have been made in connection with the shortage of \$30,000 in the mint and speculation as to the real culprit is of a varied sort. So far the government officials who are working on the case have not divulged their theories and if their suspicions have centered on any one man they are not as yet prepared to place him under arrest.

DEATH OF AGED PROVO CITIZEN.

Henry L. Southworth Dies of Pneumonia at Castilla Springs.

WAS HURT IN A RUNAWAY

Last Tuesday and Taken to the Resort to Get Well—Funeral Tomorrow Afternoon at Provo.

(Special to the "News.") Provo, July 5.—Henry L. Southworth, a pioneer resident of this city, died at Castilla Springs this morning. On the 2nd inst. he was thrown from a wagon in a runaway and was seriously bruised and shaken up. Thinking that it would be a benefit to his family, he removed him to Castilla Springs, where he contracted a profound case of pneumonia, which was the direct cause of his death.

He was born in Boston 77 years ago and came to Utah in the very early days. He located in Salt Lake City, where he became a prominent business man. Since that time he has been a prosperous merchant in Provo and Brigham. He was one of the party that was dispatched to the Missouri river by President Brigham Young to assist the first hand cart emigrants to cross the plains. At the time of the invasion of Johnston's army he was arrested by some of the officers and imprisoned in camp. He was subsequently released by Gen. Johnston who sent him with a message to Prest. Young.

He leaves a wife and five children together with a large number of grandchildren. The funeral will be held tomorrow afternoon at 2 o'clock from the Third ward meeting house.

MINERS IN POSSESSION. Situation at the Smuggler-Union Mine Remains Practically the Same.

II Governor's Demands Are Not Complied With, He Will Enforce Them.

Denver, Colo., July 5.—The situation at the Smuggler-Union mine at Telluride is reported unchanged this morning. The miners being still in possession of the property. No further developments are likely until the commission appointed by Gov. Orman consisting of Judge Theron Stevens of Ouray, Lieut. Gov. D. C. Conner, who is secretary of the state Federation of Labor, and John Murphy, attorney for the federation, arrive at Telluride and confer with representatives of the miners' union and the Smuggler-Union company. Word is on train on which they left Denver is due to Telluride at 4 p. m. today. Gov. Orman declares that if the mine is not abandoned by the strikers immediately he will order the state militia and use whatever force is necessary to restore the property to its owners. The commission is empowered to make a full investigation of the trouble at Telluride and endeavor to bring about an amicable settlement.

Gov. Orman received the following telegram this morning: "Telluride, midnight. Governor J. B. Orman, Denver.—I have just signed Senator Buckley. He says chancy of settlement in morning. If not settled by noon he will join with me in appropriate suggestions."

"S. G. McMULLIN, "District Attorney."

A special to the Post from Telluride says: "The miners' union has just delivered its final ultimatum to the Smuggler-Union management. It is: 'The Smuggler-Union company must give the miners working contracts for a longer period than ten days shall receive at least \$3 a day for the entire time employed. The secretary of the union must have the privilege of going upon the ground as secretary, but not to interfere with the work during working hours, and further, that the company must not discriminate against union men.'"

The Smuggler people are considering it and making a long and hard fight of it. Unless the matter is settled by noon trouble is feared.

The prosecuting attorney has adjourned the inquest until the bodies of the dead miners, fearing to arouse excitement.

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HARRIMAN'S MANAGER ARRIVES.

Great Traffic Director Who Gets \$50,000 a Year Would Like to See Southern Pacific Come Here.

Traffic Director John C. Stubbs of the Harriman roads, west of the Missouri, arrived in this city this morning over the Oregon Short Line, in his private car. He was accompanied by E. O. Sproule, freight traffic manager; E. O. McCormick, passenger traffic manager of the Southern Pacific, and C. H. Markham, general freight and passenger agent of the same road with headquarters at Portland. This morning E. L. Lomax, general passenger and ticket agent, and J. A. Munroe, freight traffic manager of the Union Pacific, came in from Omaha to meet the party. After the usual greetings the railroad men went into executive session and proceeded to hold a conference upon traffic affairs.

The various officials when seen stated that there was nothing to suggest regarding the visit. Mr. Stubbs stated that he might go East tonight, or at the latest, tomorrow morning, while Mr. Lomax said that he would probably remain here for two or three days. It is understood that the visit of Mr. Stubbs is mainly for the purpose of getting into touch with the situation here as regards the Oregon Short Line, over which his jurisdiction has been extended by his appointment last month. "I cannot go anywhere unless my fellows think that there is some importance attached to my visit," said Mr. Stubbs when approached by a "News" representative this afternoon. "You can say that there is absolutely nothing of significance connected with my presence here."

Mr. Stubbs was then asked whether after he had looked into the situation he would inaugurate any changes at the general offices of the Oregon Short Line. "None whatever," was the prompt answer; "things will go on the same as they have been doing in the past."

Mr. Stubbs was then asked whether there would be a traffic manager appointed to take the place vacated by the resignation of S. W. Eccles, some months ago. At this juncture he ignored the question entirely and started in to good naturedly haul E. L. Lomax over the coals for his lack of knowledge as to when the street cars to the "Union Pacific" depot ran. "Look here, Lomax," he said, "you have got to get better posted on your connections than this."

Later, in answer to questions, the traffic director stated that the Oregon Short Line from a superficial examination seemed to be in a very prosperous condition. He also stated that he could not positively state whether the Southern Pacific cut-off would be built round the south end of the lake or across the Ogden-Louis route over Great Salt Lake. Incidentally Mr. Stubbs threw a number of bouquets at Salt Lake generally and said that he would like to see the Southern Pacific come here, but regarding that matter he was very careful to impress upon the reporter that he knew absolutely nothing. "That does belong to my department," he said, "and consequently I know nothing about it."

In appearance John C. Stubbs is tall, his long body being surmounted by a head that would at once arrest the attention of the most amateur phenologist. He cannot be said to be strikingly handsome, but at the same time every line on his clear, clean face spells "business." His eyes are never still behind a pair of old fashioned glasses, not even for a moment, and while he talks in a quick and terse sentences he seems to be taking in all there is to be seen. For the highest paid railroad official in the United States, whose salary is said to be as high as that of President McKinley, Mr. Stubbs does not appear to spend any great amount of time in attending to his personal affairs. Clad in a suit of tweed that has been faithful service, with an elegant straw hat perched on the back of his gray locks, John C. Stubbs this morning smiled benignly on all comers.

John C. Stubbs who was recently appointed traffic director for E. H. Harriman's big system, in 4 years of age, and is considered the greatest railroad man in the country when it comes to the manipulation of traffic affairs. While he is comparatively speaking, young yet to guide the destinies of four such great systems as the Union Pacific, Oregon Short Line, Oregon Railroad & Navigation company and the Southern Pacific, there is not another man in the United States who is better qualified to fill the bill.

Mr. Stubbs was born at Ashland, O., May 21, 1847. He started to go to school just before the war broke out, but his father's business failed and he was obliged to leave school. In the spring of 1869 he commenced his railroad career as clerk in the general freight office of the Pittsburg, Cincinnati & St. Louis road, of which his uncle, D. S. Gray, was general manager. In October, 1870, he entered the employ of the Central Pacific as chief clerk in the general freight office at Sacramento. Here he showed of what stuff he was made and rapidly rose until he filled the position of freight traffic manager. In 1884 he was offered a good position by the Santa Fe which company recognized his capabilities but he refused to make the transfer, claiming that he was made general traffic manager, which position placed him in charge of the freight and passenger business handled by the Central Pacific. In 1889 Mr. Stubbs severed his connection with the road and accepted the second vice-presidency of the Chicago, Milwaukee & St. Paul. This position he held for one month when he was recalled and asked to take the fourth vice-presidency of the Southern Pacific, successor to the Central Pacific. Shortly afterwards, December, 1889, he was made the third vice president of the Southern Pacific, from his intimate acquaintance with western railroad affairs Mr. Stubbs is the right man in the right place when it comes to handling the Harriman interests, and it is estimated that his enormous salary of \$50,000 a year will be but a trifle of the amount he will save the four companies by superintending their traffic affairs and working so that the big systems will not together, play into one another's hands and generally ruin in all its details.

There is a well defined rumor to the effect that T. M. Schumacher, of the Union Pacific, is slated for a good position under Mr. Stubbs at an early date.

PROBABLE FATAL SHOOTING CASE

A Scofield Italian Receives Two Pistol Bullet Wounds, One in the Forehead—His Chance for Recovery is Rather Meager.

(Special to the "News.") Scofield, Utah, July 5.—John Costa, an Italian, was seriously shot last night at nine o'clock by John Rolla, a saloon keeper. He was going to go behind the bar and help himself. He was a larger man than the bartender, but Rolla over-

dered him out from the bar at the point of a revolver. But he would not go, and Rolla, the bartender, shot him through the head. Then he still went for Rolla, who fired a second time and struck him in the forehead, the bullet lodging in his head. Dr. Isgruen says his chance of getting better is very poor.

Two DEATHS IN PHILADELPHIA. Philadelphia, Pa., July 5.—There were two deaths from the heat and ten projections reported up to 10 o'clock this morning when the government thermometer registered 84 degrees, a rise of six degrees since 8 o'clock.

A BREEZE IN NEW YORK. New York, July 5.—The weather has been reported a temperature of 85 degrees at 11 o'clock this morning. There was a few degrees higher than it was yesterday morning, but a pleasant breeze from the southwest made the weather fairly comfortable.

FIVE DEATHS IN CHICAGO. Chicago, July 5.—Four deaths and five projections from heat were reported up to noon today. The maximum temperature at that hour was 88. At 1 p. m. the temperature was 86 and one more death was recorded.

RAIN IN CLEVELAND. Cleveland, Ohio, July 5.—The total precipitation of rain in this city during the night was 1.54 inches. Nearly every street car line was tied up as the result of prostrated trolley wires or washers. Hundreds of trees were burned out by lightning. The government thermometer early today registered 75 degrees.

VERY HOT IN ST. LOUIS. St. Louis, Mo., July 5.—The hottest weather of the season is in prospect. At 8 a. m. the thermometer registered 88 degrees.

FIRST DEATH IN KANSAS CITY. Kansas City, Mo., July 5.—Although the atmosphere seemed hot and stifling,