

EVENING NEWS

Friday, August 31, 1933.

STAKE CONFERENCE.

The Conference of the Salt Lake Stake of Zion will be held in Salt Lake City, on Saturday and Sunday, September 1st and 2nd. Meetings at 10 a. m. and 2 and 7:30 p. m. each day. Officers and members of the various quorums and other organizations of the Church will please take due notice and govern themselves accordingly. ANGUS M. GANSON, President of the Stake.

FRAGMENTS.

THE Salt Lake Stake Conference commences at 10 a. m. tomorrow.

YESTERDAY M. E. Cummings was commissioned as notary public.

P. D. SPRAGUE is to be tried in the Police Court tomorrow for fast driving.

S. J. ADRIER was fined \$10 today, for getting drunk and disturbing the peace.

TWENTY good rock men are wanted by the S. L. & F. D. Railroad. See city.

MONDAY is Labor Day, and will be celebrated by some of the trades unions.

W. C. BROOKS, for assault, was fined \$10 today by Justice Pyper. He will work out in jail.

In the baseball game yesterday, the Nationals were defeated by the Silver Greys by a score of 8 to 6. Ten innings were played.

H. JONES, Geo. Walker, John Kennedy and John Jackson were fined \$5 each in the Police Court this morning, for having been drunk.

Two individuals were before the Police Justice today for leaving their teams in the street without properly fastening them, and paid the usual costs.

I. A. BIRN, who attempted self-destruction yesterday by putting his head against a rapidly revolving circular saw, was progressing favorably toward recovery at 3:30 p. m. today.

This funeral services over the remains of Charles A. Honey, who was accidentally killed by falling from a Lake Park train last evening, will take place at 8 o'clock tomorrow at 19 a. m. tomorrow.

Today an Arab made application at the City Hall for license as peddler. He and his brother came from Syria, about eighteen months ago, and have been plying their vocation in various parts of the United States.

The Eleventh District school will open next Monday morning, with Mr. C. M. Sorenson as principal, and Miss Cecelia Sharp assistant. Full information can be gleaned from circulars which have been distributed in the district by the trustees.

This morning Richard M., the 17-month-old son of Brother Samuel W. Andrews, of the Third Ward, died rather suddenly. The little fellow had been ailing slightly for a day or two, but there appeared to be nothing serious the matter until this morning, when he was seized with convulsions and expired. The funeral will be held tomorrow at 10 a. m.

Kicked by a Horse.

Yesterday afternoon Nellie Rasmussen, of the Tithing Office, met with an accident that will lay him up for a time. The cause of his disability is a severely bruised and lacerated jaw, resulting from the kick of a horse.

In Swedish.

The Book of Doctrine and Covenants in the Swedish language, translated from the English by Elder J. M. Sorenson, is in process of publication at this office. It will probably be issued from the press and on sale some time in October.

Requested to Meet.

The officers of the Y. M. C. A. of this Stake are requested to meet at the residence of Mr. W. B. Doucett, 40 N. West Temple Street, immediately after the close of the morning meeting, Saturday, September 1.

MARY A. FREEZE.

Changing Location.

The offices that have heretofore been occupied by Marshal Byer, in the Wasatch Block, are being vacated, and the office effects are being removed to the new location, on the same floor but in the northeast corner of the building, immediately over the Union Pacific offices. The rooms vacated by the Marshal will be occupied by the law office of Judge Zane.

Destroyed by Fire.

A correspondent writing from Santa Clara, Washington County, August 21, sends the following: "Today, between 11 and 12 o'clock, Brothers John Gubler, Ben, and Samuel Whittever's corns and stackyards were consumed by fire. Fifteen to twenty tons of hay, one barn, one stackyard, and a saddle were burned. Two calves also perished in the flames. How the yard caught fire no one has been able to tell; it must have been through some one dropping a cigarette or match. The yard was situated on the south side of the hill, and the wind was blowing from the north. Had it been blowing from the southwest no doubt the whole of the block would have been burned."

Bishop Hamilton Arrested.

About 11 o'clock today Bishop Joseph C. Hamilton, of Mill Creek, was arrested on a charge of unlawful cohabitation. At the time the arrest was made he was working with a threshing machine, in a field in Farmers' Ward. He was brought to the Marshal's office and released on bail, to appear at the preliminary examination on Wednesday next, at 10 a. m. This is the third time Mr. Hamilton has been arrested on this charge. On both of the other occasions he was discharged because there was no evidence on which to hold him, though specially vigorous efforts were made by the prosecution to make out a case.

The Immigrants.

A private dispatch conveys the information that the coming immigrants left Denver at 12:30 this morning. From that point to Ogden is a thirty-two hours' run. That would make the party due at Ogden at 8:30 a. m. tomorrow, providing the usual time is made. It is therefore still doubtful whether they will come down on the Utah Central train that reaches here shortly after 11 o'clock or not.

In the statement that appeared yesterday regarding future companies, an error was made. The departures from Liverpool will be as follows: One company will leave that port tomorrow (Sept. 1st), another Sept. 12th, another Oct. 6th (mostly Scandinavians), and the last of the season on the 20th of October.

THE REGATTA.

Immense and Enthusiastic Crowd Attracted to Lake Park to Witness the Racing.

BOATERS OF THE THREE RACES DIVIDED BETWEEN AN EASY DIFFERENT CLUBS.

THE RECORD BROKEN IN THE FOUR OARED PULL.

Utah's first Regatta, as witnessed at Lake Park yesterday, proved an immense attraction. No such crowd ever assembled at that pleasure resort before and the carrying capacity of the road was somewhat taxed to convey so many as attended. Spectators began assembling in the morning, the early trains conveying quite a number of persons from the city who were evidently bent upon getting the full benefit of the promised spectacle, and at the same time avoiding the jam which was generally anticipated on the afternoon trains. The great bulk of the visitors, however, flocked to the depot with the intention of taking the afternoon trains, which one after another were quickly loaded down, even the aisles and platforms being filled with persons standing. Eighty-five full cars loaded in all went out from this city and thirty-two from Ogden, besides the large number from adjacent settlements who attended in their own teams or on horseback. The D. & R. G. W. officials, who were perhaps as well qualified as any other to judge of the number in attendance, estimated it at from 8,000 to 10,000. The general opinion, however, was that there were from 3,000 to 5,000 persons present.

And a good-natured, jolly crowd they were, many of them bearing baskets of picnic, and evidently well prepared for a day's enjoyment, while the readiness with which reserved seats on the pier and grand stand sold at 50 cents each and the fact that every dressing room was occupied and the demand therefor could not nearly be supplied during the afternoon, showed that they had money to spend.

The weather had been unusually warm during the early part of the day, with a slight breeze blowing, but before the racing commenced the sun became obscured by clouds, and the wind ceased and had it not been for a slight swell prevailing, the waves coming in a southerly direction from the southwest, while the course marked out for the racing was due north and south, a better day for the sport could scarcely have been desired.

The start, which was to have been made at 3:30, was delayed until 4:10, on account of the purpose of allowing all the visitors to be present to witness it.

In addition to the double sculls, which, with their respective oarsmen, were stationed at their respective posts, the water was fairly alive with craft of other descriptions, prominent among which were the *Eloise Sherman* with the referee, timers and press reporters on board, the *Grace King* and *Captain Davis's Canoe*, the latter two well loaded with enthusiastic sportsmen and other spectators.

The judges, Messrs. Crabbe and Haines, occupied a small boat in line with the boats, while the latter made their business being to signal with a flag the order of the racing craft gained the goal.

Mr. Doolittle, who was judge of the race, was seated in a boat at the northern end of buoys, three-quarters of a mile distant. The call of the referee, "Go!" was not responded to the first time as promptly as it should have been, and the race had to be recalled for a second and more successful start. The order of the race was as follows:

No. 1—J. F. Korf, and Wm. Weinand, of Lawrence, Club Chicago. Color—Yellow.

No. 2—A. Malcolm, and Fred. Gastreich, Modoc Club, St. Louis. Color—Blue.

No. 3—G. B. Jensen and J. F. Corbett, Farragut Club, Chicago. Color—Blue.

No. 4—J. P. Fleming and J. R. Osborne, Syvan Club, Moline. Color—Green.

No. 5—William Sargent and Fred. Sargent, O'wash-to-nong Club, Grand Rapids. Color—Red.

The Delawares took the lead from the start, but the Modocs and Farraguts pressed close upon them, and the three seemed to make the turn for the home stretch almost simultaneously. The return presented a very pretty contest, the Modocs slightly in the lead until the goal was reached when the Delawares by a powerful spurt darted past them and came in ahead.

The times, Messrs. McCormick, Jennings, Ewing, Morris and Skoutel, compared notes and decided that the time of the Delawares was 10:17, the Modocs 10:18, the Farraguts 10:19, O'wash-to-nong 10:20, and the Syvans 10:21, while the Syvans were distanced. The single scull race was called at 3:10, the entries being:

1. J. F. Korf, Delaware B. C. Color, Yellow.

2. Fred Gastreich, Modoc B. C. Color, Blue.

3. J. F. Corbett, Farragut B. C. Color, Blue.

4. J. P. Fleming, Syvan B. C. Color, Green.

A good start was made except in the case of Mr. Korf, whose foot rest gave away, leaving him from the start. Corbett of the Farraguts led, making about 20 strokes to the minute, and made the three-point turn in 10:15, while the Syvans were distanced. The single scull race was called at 3:10, the entries being:

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craft were carried in the hands or on the shoulders of one or two men excited by the interest and surprise of the spectators and the visiting crew were pilled with questions concerning the novel looking boats.

The scull with which Corbett won the second race, and which measures about 10 feet in length and weighs 25 pounds, with the outriggers on it. This is his own property, and, in fact, craft of this kind are generally owned by individuals, while the larger ones are usually owned in common by the clubs. The single sculls cost about \$150 each; the double ones, which usually weigh from 10 to 12 lbs. each and measure about 25 feet in length, cost \$180 to \$190; while the four-oared sculls, which weigh from 12 to 15 lbs. each, cost over \$300. Some of each kind of craft mentioned are made of cedar, while others are made of paper, and all finished most beautifully, so that their surfaces are smooth as glass.

Some members of the several crews were scarcely in the proper plight for the contest owing to their not being acclimated. Especially did this seem to be the case with the Farraguts, some of whom were affected with bleeding at the nose. Mr. Plummer, the stroke oarsman of that crew, was also somewhat seriously affected during the last race by getting his mouth full of water, which splashed in his face and for a time seemed to take his breath and prevent him from doing active work. With more practice and the lake more calm than it was yesterday, the oarsmen could all of them doubtless do better than they did yesterday, and, in fact, many who witnessed the sports there look for much better results from today's contest at Fairfield. It is doubtful, however, whether the contest will be held at this point will be realized, as the men complain this morning of a feeling of exhaustion, and some of them have serious doubts about their being able to do good work today, though it is to be hoped this feeling will wear off before the time arrives for this afternoon's pull. They all agree that although not being used to the dam water of Salt Lake, which presents greater resistance to the oar than fresh water does, they worked harder than was necessary.

Considering the number of persons present at Lake Park yesterday it was remarkable that everything passed off so harmoniously and so few accidents occurred on the journey forth and back.

Some sharpers, the inevitable concomitants of such a gathering, were around, and as a result one man was decoyed out into an adjacent field and relieved of his cash amounting to \$100. Some three-card monte were also caught in the act of plying their little game.

Though the caper was allowed to escape, but there was no objectionable nature to complain of in the day's doings.

A business man of this city who seemed to be considerably under the influence of liquor, fell from the platform of a train which was about to start, and seemed somewhat stunned as a consequence.

A fall with a similar fall, and slightly more serious, of the day occurred to a man by the name of Charles Honey, a resident of Ninth East Street, of this city, who in company with about 100 others was on the pier at Lake Park at 8 p. m. He fell from the pier and was sent back to the pier, and when found after the train had been brought to a standstill and searchers had been sent back a half mile or so to where he lay, was unconscious and apparently very seriously injured. He was taken to the hospital on the arrival of the train in the afternoon, and died about an hour after.

Mr. Honey was taken to the hospital, but he never regained consciousness, and his death was due to the fact that he was struck by the train.

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FATAL FALL.

Charles Honey Loses His Life by an Accident.

When the bathing trains come in from the lake it is a frequent occurrence for men to climb on top of the cars for the ride to the city. No doubt it is a pleasure to some, but the danger is so great that the practice should be summarily stopped by the railway officials. A terrible warning to those who engage in this practice is the result of last night's accident on the D. & R. G. W.

The evening train had started from Lake Park, and after passing Woods Cross, was going at a lively rate when a cry was raised that a man had fallen from the top of one of the cars, where quite a number of persons were riding. The train was stopped and a brakeman sent back to examine the road and look for the missing man. As soon as he was discovered the train, which had not been run back, owing to the danger of running over the unfortunate man should be on the track, was backed up to where he was lying.

Mr. Charles Honey, for he it was who had met with the terrible fall, was lying unconscious along side of the track. He had slipped while on top of the car, and by the rolling motion of the train had been thrown to the ground. It was asserted by one who claimed to have been on the car at the time, that Mr. Honey's fall was due to his starting suddenly when a companion stuck a pin into him. Whether this is the true cause or not could not be ascertained, as the man with the pin could not be found. Another eye witness says that the young man was making an attempt to get from the top of the car down to the seats when he lost his hold.

There were a number of bruises about his head and back and it was evident that his injuries were serious. Some thought that he had been only badly shaken up, but the more experienced could see that he was injured internally, and remarked that the hand of death was upon him. He was taken up and carefully placed on a stretcher.

Upon being brought to this city, Mr. Honey was removed to St. Mary's hospital. Necessary attention was given, but his injuries had placed him beyond human aid, and at 11 o'clock last night he died. He was about 35 years of age. His death falls heavily on his family and relatives, who live in the Eleventh Ward.

NEWS NOTES.

Items Gathered from Various Sources.

The work of double-tracking the Rio Grande has already begun. Between this city and Littleton several gangs of men with a construction train are already at work. The grade is being widened, ties are being distributed, and the work on the Rio Grande bridges is in progress. The only delay in the work is caused by the fact that the Rio Grande is in flood, and the work is being delayed by the fact that the Rio Grande is in flood, and the work is being delayed by the fact that the Rio Grande is in flood.

A few days since, Frank Johnson, a young delivery clerk at Butter, burst into the city and after suffering intense agony he died.