TELEGRAPHIC.

THE CUP CONTESTS.

The Race Between Defender and Valkyrie Discussed.

SOME EXPLANATIONS OFFERED.

Talk About Arranging for Another Race—Lord Dunraven "Rattled," They Say.

NEW YORK, Sept. 12.—The international series between Defender and Valkyrie III, for the American cup is ended. On the whole it has been an extraordinary series, and while the result is satisfactory to the American people, two at least of the contests that went to make up the match were not. Defender won in a clean race on Saturday, but on Tuesday last she crossed the line behind the English boat, but was awarded the race on a foul today she had a walk-over. And to day's occurrence was all the more unfortunate, not only because a great crowd had gathered to witness the struggle, but because the weather conditions were such as to lead many to suppose that at last Valkyrie would be in her element.

EXPLANATIONS.

NEW YORK, Sept. 12.—The America's cup committee went into session at 8:30, after having dined at the Knickerbocker club with members of the regatta committee. Ex-Commodore James D. Smith, chairman of the cup committee, was seen just before the committee met, and in reply to the question what he thought of Lord Dunraven's action in refusing today's race, replied that as there had been several misunderstandings between Lord Dunraven and myself, I do not care to express an opinion on that subject. Mr. Smith gave it as his private opinion that if Lord Dunraven followed the Valkyrie was faster than the Defender, Mr. Iselin would be willing to race her in any part of the country from 1 east to 25,000. Soon after the committee went into session, the following letter was posted on the bulletin board:

NEW YORK, 449 Fifth Avenue, September 11.

Dear Mr. Canfield:

I have just received your letter. I regret that being engaged at the time you and Mr. Rice were kind enough to call at the Waldorf, I could not give a decided answer to the propositions made in your short conversation. I have since considered the matter carefully. Your proposition to postpone the start until we have sufficient room to clear one of several serious difficulties mentioned in my letter of the 10th, and if no solution can be found to the difficulties, I must adhere to our decision as expressed in that letter. I am fully convinced the committee have done and will do tomorrow all in their power to keep a clear course, but under existing circumstances they are powerless. As I told you, I would call if the committee would take it upon themselves to decide the race tomorrow and if in their judgment either vessel was interfered with by steamers and regattas. I regret you are unable to agree to that. I regret that the race lost tomorrow would not be postponed, in order to give the committee ample time to consider my former letter, and I am sorry my letter was not delivered to you sooner. As it was explained to you, I was under the impression the committee heard the protest, and feeling a difficulty, I did not think it right to place the letter in their hands. When I learned this morning that the cup committee had nothing to do with the protest, I requested Mr. Ketcey, to whom I had addressed the letter, to hand it to you.

In case you do not receive this tonight, I shall take Valkyrie to Sandy Hook lightshore tomorrow morning, and will cross the line to give the leader a start. I inclose a copy of a letter I have written to Mr. Iselin and addressed to the New York Yacht club.

Yours very truly, DUNRAVEN.

THE COMMITTEE'S REPLY.

All the propositions of the above letter were discussed between Lord Dunraven and the members of the committee at 9 p. m. yesterday. The reply given to those conditions were as follows:

First—That it was impossible to postpone the race fixed for today on so short a notice.

Second—that the race would not be started until a clear space for maneuvering were secured.

Third—That the committee could not assume the responsibility of agreeing to declare the race void if either vessel suffered from the accompanying steamers.

The committee regret that they were unable to send an answer this morning. As, however, their reply would be the same as that conveyed verbally last night, the lack of no answer having been made is unimportant.

For the committee:
JAMES D. SMITH, Chairman,
A. CANTELLO, Secretary.

DUNRAVEN'S VIEWS.

Lord Dunraven tonight made the following explanation of his views to an interviewer:

"I am quite satisfied that I cannot sail New York sail a race for the 'America's' cup under satisfactory conditions. The situation is this:

"I do not believe that I have a superior boat.

"I do not believe that I should be subjected to an insult from the regatta committee of any yacht club or from the representative of any challenged syndicate. It was not my way; I was forced to it.

"There is no difference of opinion about our boat. It is a simple matter of refusal to sail under existing conditions and rules.

"I know that I cannot get a show. I saw Hall put up his helm—or thought I saw it. I have no criticism to make upon Watson. He turned out a good boat. She crossed the Atlantic ocean, and if she could not win, it is not the fault of Watson. Watson is not responsible. Valkyrie is my yacht."

ANOTHER CHANCE.

The Atlantic club contemplates an attempt to arrange a race or a series between Valkyrie and Defender for a special cup, to cost about $2,000. The members of the club will propose either one race or two out of three, and several of them are anxious to wager thousands $20,000 to $50,000 that the cup will be won by Defender. Dunraven will be allowed to arrange details if the plan materializes, to endeavor the waters between Sandy Hook and Marblehead, and to be ready within the half of October 1st, to arrange that the public be kept in ignorance of the date, and to select rules of either the New York, Atlantic or Larchmont clubs, the three leading clubs of the country, to govern the race.

After the report was given out, Mr. C. Oliver Iselin arrived at the clubhouse in a pouring rain-storm, and in company with Mr. Werthuy Thorne went to the room where the regatta committee and the America's cup committee were holding a joint session. Mr. Thorne later came down stairs and to the newspaper men said he did not believe Mr. Iselin would consent to race over the Marblehead course, even if a $10,000 prize were offered. He thought Mr. Iselin had had enough racing for this year, without taking the Defender way round to Boston with no certainty that the two boats would be free from the excursion steamers.

The session of the Americas cup committee came to an end shortly after 11 o'clock, and ex-Commodore James D. Smith said you'll get rid of them with the following statement of his view of the situation:

"There is no condition of the agreement under the sailing the cup races that has not been every iota up to by the regatta committee.

"The endeavor to impose new conditions a few hours before an appointed race by Lord Dunraven should hardly have been attempted, certainly not insisted upon to the extent of imposing new terms, which, if not acceded to, might result in his withdrawing the race if he so desired after receiving and going over the starting line.

"There was no course left but to start the racers by the committee, nor could any course be taken but to have Defender sail over the course today. Under the rules she was made winner today.

"Mr. Iselin offered to sail the race of September 10th over again, thus making it no race, which Lord Dunraven declined to do.

"I can enter into no discussion of the reasons actuating Lord Dunraven in declining to go on with the races. He is a better judge than I as to the course he should pursue, and if he is satisfied, I certainly must be."

Mr. Smith's statement elicited considerable excitement and comment at the club house when it was posted, and the bulletin board was surrounded for some time with an eager crowd of speculators.

COULD NOT GET JUSTICE.

LONDON, Sept. 12.—The *Daily Telegraph* this morning says: The best appears to be that Lord Dunraven found it impossible to get justice for his yacht with such a man of straw should the course, and he took the simplest way of retreating from the match. This unanimously nothing has wrecked the match. In England such a difficulty would not have arisen. We suppose there is resentment and disappointment at Dunraven's action, but if the American public cannot submit to the dictates of good order they have no right to blame an English gentleman for declining to risk the lives of his crew in low bulkheads of such a sense. It is very conceivable that neither the nation nor the owner of Defender greatly values victory thus abandoned to them. But they will be foolish to pretend that the owner of Valkyrie shirked the contest for which the vessel was built. He wanted it, but he wanted it fair, and having failed to secure the necessary protection, he withdrew from the irrepressible rowdyism of the scene.

The *Graphic* says: After this fiasco it is pretty safe to predict that American possession of the cup will not be again challenged until the authorities shall have made an arrangement for sailing the races over a course which will be kept clear of obstructions.

AS VIEWED IN ENGLAND.

The Decision of the Regatta Committee Criticised.

LONDON, Sept. 12.—While the tone of the best English newspapers in commenting upon the decision of the cup committee sustaining Defender's claim of a foul in Tuesday's race continues to be moderate, it must be admitted the committee's decision has produced a general feeling of irritation among Englishmen. Adverse comments are heard on all sides. The *Pall Mall Gazette* says: "The first match could hardly be called a race owing to the shameful interference by the excursion steamers. It seems clear that in Tuesday's race Defender lost nothing by the accident, but was beaten on her merits in the beat to windward. With regard to Defender's protest, it is impossible as yet to form any opinion save that it would not have been lodged by Valkyrie III had the cases been reversed."

The *Sun*, which throughout has maintained a tone hostile to America, says: "The Yankees evidently intend to keep the cup. The possession is sufficient of the law of sport in America."

The *Evening News* says: "The whole business reeks of sharp practice. No one would quarrel with decision ordering the race to be void, but we cannot stomach the mere victory awarded the Defender."

The *Pall Mall Gazette* dilates upon British patience, good temper and unquenchable love of justice and sportsmanship. "It is not easy to accept the decision, but we hope we are taking it as sportsmen. It is hardly equitable, but according to the rules of the game, we accept it and will try again. It turns out that Iselin is a sportsman with the best of us. We shall have another race."

St. James *Gazette* also accept as a fact the report that Iselin has offered to re-sail Tuesday's race. The *Gazette* says: "It is a most sportsmanlike offer. The decision seems clearly and demonstratively wrong, but it was authoritative to and should be accepted by all."

The *Globe* says: "The decision is received with universal regret and disappointment; still the duty of Englishmen as true sportsmen is to accept it without complaint or protest."

Another Accident at Louisville.

LOUISVILLE, Ky., Sept. 12.—While 100,000 people were watching the fireworks along the river front at 10 o'clock tonight a portion of the grand stand on which were seated at least 10,000 people, gave way and many were injured. The portion of the grand stand which fell was about 400 feet long and sixty feet wide. It was the lower part and only elevated about two feet. Immediately behind this part were seats elevated from eight to twenty feet. On the entire stand were 30,000 people. Just no one was killed in one of the crowds. The platform on which the seats were placed swerved in the rear and then settled to the ground with a crash. As it crossed the planks of which the seats were made were forced together and the rear and legs of hundreds of spectators were caught as in a huge trap. The noise of the exploding bombs and fireworks and the covering of the crowd was so great that only those adjacent to that portion of the stand which fell could hear it. Had it been generally known a panic would have followed. Several policemen say they saw from fifty to seventy-five persons taken away by friends in vehicles. They assisted at least as many more to street cars back of the stand.

All the ambulances and patrol wagons in the city were summoned and those only slightly injured were taken to the hotels at which they were stopping or to their homes. No fatalities have yet been reported.

Military Drill in Schools.

CHICAGO, Sept. 12.—That the training in a most acceptable form was added to the curriculum of the Chicago public schools last night when the board of education decided that an opportunity be given to the male pupils of the high and preparatory schools who may desire to obtain instruction in military drill. In taking this step forward the board has only placed Chicago in line with New York, Boston and other eastern cities, where instruction in military tactics has been found to be a valuable adjunct to the ordinary educational course. In the West, too, the new movement is proving popular. Denver has had for years school parts organized into entire companies and battalions for about six years and no big parade in that city is complete without having these cadets in line.

Hanged Indicted.

PHILADELPHIA, Sept. 12.—H. H. Holmes, the notorious murderer and swindler, was today indicted by the grand jury for the murder of B. F. Pietzel.

Terrific Thunder Storms.

WATERTOWN, N.Y. Sept. 12.—A terrific thunder storm visited this section last night. The wires are down in all directions. The storm was of such a force as to actually swamp the passenger cars on the Rome, Watertown and Ogdensburg railway near Richland. Wind and lightning were accompanied with a deluge of rain. The cyclone struck the village Cape Vincent just as a large excursion en route homeward from Jefferson county fair at Watertown were about to take the boat for Kingston, Canada. The Rome, Watertown and Ogdensburg depot adjoined.

George Goulter and Thomas Atwell of Cape Vincent received injuries from which they died. A large number of persons were injured, several of whom it is feared will die.

SHREWD SCHEME.

Plan to Evade the Chinese Law Discovered.

SAN FRANCISCO, Sept. 12.—Collector Wise has discovered an ingenious method by which shrewd San Francisco speculators in the Chinese traffic are seeking to evade the Geary law and introduce about 300 Chinese in the United states under the pretense that they are skilled actors, and that they are coming to America to give the visitors at the Atlanta exposition an opportunity to see some of the renowned male and female burlesquers of Hong Kong.

A band of more than 200 men and 34 women have already been landed at Victoria, and their owners, headed by "Little Pete" and the notorious Leong Nam, have ingeniously designed San Francisco and applied for their admission into the United States at Ogdensburg, N. Y.

If the applicants should gain temporary entrance on the ground that they are legitimate actors, inspectors will be sent to Atlanta to see how they deport themselves and to watch their movements. The collector here has evidence, however, that the men are seeking a permanent home as laborers, and that they know nothing about acting. There is also evidence in the hands of the collector that the women were purchased in Hong Kong at $300 each, and that the projectors of the scheme have contracts by which they are to be sold at Atlanta for $1,500 each. If they can be safely landed there the two or three men who engineered the plan here would earn about $40,000. The women would, of course, remain the slaves of their purchasers for a long period of years, if not for their entire life, the assign being to quietly slip them to the lower quarters of Chinatown at the conclusion of the exposition.

The projectors of the plan got their cue from the federal law relating to the World's Fair at Chicago. Under a special act Chinese and other foreigners were allowed to land for the purpose of giving exhibitions and acting. A similar provision exists in the case of the Atlanta exposition.

The Monte Carlo of America.

BUFFALO, N. Y., Sept. 12.—The *Express* says: Niagara Falls is going to be the convention city of the future and the Monte Carlo of America. Several plans are far advanced looking to the establishment there of one of the most gigantic permanent convention halls ever conceived on this side of the Atlantic, and the erection of a club house which will be the wonder of the world.

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Hinder, did you ever take Simmons Liver Regulator, the "King of Vegetable Cathartics?" Everybody needs this liver remedy. It is a simple, mild laxative that impedes digestion and causes constipation, when the waste that should be carried off remains in the body and poisons the whole system. Dull, heavy feeling is due to a torpid liver. Biliousness, Headache, Malaria and Indigestion are all liver diseases. Keep the liver active by an occasional dose of Simmons Liver Regulator and you'll get rid of these troubles, and give tone to the whole system. For a laxative Simmons Liver Regulator is BETTER THAN PILLS. It does not gripe, nor weaken, but greatly refreshes and strengthens.

Every package has the Red Z stamp on the wrapper. J. H. Zeilin & Co., Philadelphia.

RIDGEFORD AND CONFERENCE RATES

Via the Grande Western Railway.

For the Grand Welsh Eisteddfod at Salt Lake City, October 3rd and 4th, and the Semi-annual Conference, L. D. S., at Salt Lake City, October 6th, 7th and 8th, inclusive, the following rates are authorized to Salt Lake City and return via R. G. W. R.:

From	Rate	From	Rate
Ogden	$1.50	Silver City	$2.25
Hoy	1.20	Castle	2.80
Layton	.75	Thistle	2.75
Kaysville	.60	Nelson	3.00
Farmington	.50	Goshen	3.00
Lake Shore	.40	Mills	3.00
Woods Cross	.25	Fairview	3.00
Murray	.35	Mt. Pleasant	3.00
Germania	.35	Spring City	3.00
Bingham Junct.	.25	Ephraim	3.00
Bingham	1.75	Manti	3.00
Sandy	.50	Sterling	3.25
Riverton	.75	Gunnison	3.25
Lehi	1.25	Salina	4.00
Am. Fork	1.55	Clear Creek	3.00
Geneva	1.80	E. V. Junction	4.00
Provo	1.90	Scofield	3.00
Springville	2.10	Castle Gate	4.00
Spanish Fork	2.25	Helper	3.00
Heslemen	2.35	Price	3.00
Payson	2.50	Wellington	3.50
Santaquin	2.65	Thompson's	3.50
Goshen	2.75	Cisco	3.50
Eureka	2.85	Dolores	3.50
Mammoth	2.95	Grand Junct.	3.50

From all other stations not mentioned above rate will be one single fare for round trip, but in no case to exceed rate from point beyond.

Tickets will be sold on following dates: From Ogden, Bingham, Provo, Silver City and intermediate points, from October 1st to 6th, inclusive; Canada limited to October 12th 1895. From all other points October 1st to 6th, inclusive, tickets limited to October 16th, 1895, except Grand Junction, Fruita and Cisco at which points tickets are on sale only on October 1st and 2nd. Inquire of nearest R. G. W. agent for train service, etc.

ONLY $12.00 TO ALBUQUERQUE, N. M. AND RETURN.

For National Irrigation Congress and New Mexico Fair, Sept. 16 to 21.

For the above occasions the Union Pacific will sell round trip tickets to Albuquerque, N. M., at rate of $12.00 on Sept. 13 and 14; tickets good returning until October 19, 1895. For particulars call on or write to nearest Union Pacific agent or

D. E. BURLEY,
Gen. Agt. Pass'r Dept., Salt Lake City.

For the National Irrigation Congress, New Mexico Fair, Albuquerque, Sept. 16 to 21.

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With regard to prices we still adhere to our motto of giving our customers the greatest value possible for their money. Being satisfied with very small profits.

We have also looked after the interests of our less fortunate customers, who do not feel that they can afford to invest $25.00 or more in a suit, but still like to dress in well fitting, well made, tasteful appearing clothes, and for this trade have purchased a very carefully selected line of American made goods. These goods are equal in neatness of patterns and general appearance to those of foreign manufacture, and are of excellent wearing qualities and are recommended by many conscientious dealers as imported, and offered for sale by them as such at prices much lower than the imported goods can be sold for, but a much higher price than we are offering the same goods for. From these goods we are ready to fill orders at from $12.50 to $25.00 and give the customers the benefit of having them cut and made by the best skilled workmen in the city, a privilege we trust will be appreciated.

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