DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

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Subscribers who kindly notify P. T. Dinsdale, superintendent, of any irregularity in the delivery will oblige.

All communications should be addressed to

DESERET NEWS PUBLISHING CO.

Telephone 505.

THE SCHOOL DISTRIBUTION.

Now that there has passed away the major portion of the first week in the public schools for the year 1895-6, the people of this city affected by the recent changes in school district boundaries are coming to realize that the present arrangement has for its purpose the convenience, comfort and advancement of the school children, and in many respects is a marked improvement on the conditions which existed last year. As the schools get down to close work, the conviction as to the successful efforts for uniformity, and the fairness in making the distribution, of Superintendent Millspaugh will become settled in the minds of thoughtful parents who at first looked with dissatisfaction upon the changes. The News expresses this belief after a careful examination of the new districts, and a comparison with their school population; the only criticism we have to offer is a suggestion that if the board of education had published the information in advance, with explanations, in the newspapers, the public would have been prepared thereby to endorse the plan upon its inauguration.

The present arrangement of boundaries has in view the formation of districts with the school building for the central point as nearly as possible. To effect this purpose required a great deal of careful labor and study. In order to do it properly it was necessary to form a basis both on the school population by city blocks and on the number of children in each school grade. Dr. Millspaugh took up the work during the last school year, and had charts prepared of all the school grades, giving the residence of each child in each grade in the city. For instance, the number of children attending the sixth grade from every block in the city was definitely ascertained; and so with all other grades. This was the basis for the number of each grade to be assigned to the various school buildings. Then the school population in each city block was determined; and upon these two sets of figures was established the locality to be included in each school building district, so that all should be accommodated. The varying capacities of the buildings was considered, and a result attained in apportioning the districts as follows, making them as nearly compact as possible: Emerson school building district, 192; Hamilton, 328; Tenth, 284; Bryant, 447; Wasatch, 512; Twenty-first, 195; Lowell, 784; Twelfth and Thirteenth, 330; Ogden and Ninth, 355; Sumner, 384; Grant, 434; Seventh, 303; Lincoln, 325; Garfield, 186; Franklin, 325; Fremont, 330; Seventeenth, 211; Jackson, 320; Washington, 350; Bonneville, 70; Davis 18.

It may be remarked that this arrangement, taking every public school building in the city district, falls short of providing for the entire school population, because there are not buildings enough yet. But it makes it possible by judicious classification to accommodate with reasonable comfort every child in the city, and based upon the grade reports and the year's school census, the apportionment in districts is mathematically just what it should be. In his recommendations as to district boundaries, Dr. Millspaugh also gave consideration to the welfare of the children, and has performed work which is worthy of high commendation. Of course it was to be expected that many parents might have a preference for certain schools, or that there might be special reasons why children from one district should attend in another. Every case of this kind brought to the superintendent's notice will receive attention, and full satisfaction will be given as far as this is possible. Neither parents, guardians nor children need hesitate to represent their wishes in this matter direct to Dr. Millspaugh; for they may be assured of receiving every consideration of courtesy and of an intelligent desire for the welfare of each child in the city. We are satisfied that in this respect, as well as in others connected with its school administration, the citizens of Salt Lake will have just cause to feel highly gratified at the work of its public school officers.

AGAIN THE YACHTS.

When news the yacht's competing off Sandy Hook for the America cup decided to abide the decision of the regatta committee to adjourn to the first on Tuesday, instead of sailing the race over again, they supplied the last evidence that English complaints as the decision cannot be considered as well founded. For correctness, we felt that if the alleged foul was sufficient in gravity to warrant the taking of her victory from Valkyrie III, the test the American yacht could hope for was that the race should be declared "no race," and the order given requiring that the event should be again contested. To win on a foul is poor satisfaction either to the contestant which crosses the finish line first, or to the apparent loser, which very afterwards get the decision; there is always a well-founded doubt as to what "might have been." In the present instance the visitor appeared to be entitled to the benefit of that doubt; for there seems to appear on his part no intentional disregard of the rules governing such contests, and his thoroughly sportsmanlike spirit has shown that he would be the last to avail himself of any such trickery.

However, the decision of the regatta committee puts all points of controversy at rest so far as the result is concerned. Being offered the privilege of trying conclusions again in the disputed contest, they decided to abide the decision of the judges, and with that they must be content. Defender won Tuesday's race, as she did that on Saturday last; which means two of the conditions that are necessary to make her defense of the international trophy complete and secure. As these lines are being written, the third race of the series was being sailed. The Valkyrie III crossed the starting line, then for some reason not yet apparent, unless it was that Duncraven saw certain defeat before him, suddenly relived, and the Defender, which was forging quickly ahead at the latest, continued over the course.

As a matter of fact, the challenger from the other side of the water has only once been successful in winning a single heat, if the expression may be allowed, during the forty-four years the cup has been in Uncle Sam's possession, and that was due to an accident to the leader of the fleet then defending it. A history of the whole series of races, from 1851, when the trophy was first captured, up to the pres nt time, may be of interest, now that the fourth attempt to recover it is about concluded. We quote from the New York Herald, which furnishes data that is verified if not supplied by the secretary of the New York yacht club:

On May 9, 1851, the Royal yacht squadron offered a cup valued at $100 to encourage foreign nations. The cup was won by The America, and all were beaten, Aug. 22, 1851, over a sixty mile course, from Cowes around the Isle of Wight and back. Seven years later the prize was been called the America's cup. Seven schooners and nine cutters competed with the American, and all were beaten, she being twenty minutes ahead of the nearest competitor.

Some years later (1857) the trophy was given by the owners of the America to the New York yacht club as a perpetual challenge cup. Eight challenges have been sent and accepted since.

On Aug. 8, 1870, the schooner Cambria, owned by Mr. James Ashbury, now Sir James, of the Royal Yacht squadron, sailed for the cup over the New York club course against Franklin Osgood's sloop, T. C. Durant's biler, James Gordon Bennett's Dauntless and the America. The Magic won by thirty-nine minutes, seventeen seconds.

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As already stated, the present is the ninth series of contests, and of thirteen, the Defender, was contributed by the Morgan-Belmont syndicate, is the winner.

PROF. PETRIE'S DISCOVERIES.

The discovery in Egypt by Professor Petrie, an eminent English Egyptologist, of the remains of a race and a civilization prior to those known to early historians, has been briefly mentioned in these columns. Further details of the interesting find are now published.

The antique remains were found in the Nile valley between Dallas and Negada, about forty miles below Thebes, where are ruins of a city here for years been searched with a zeal for larceny. They were imbedded in the side of a plateau, about 1,600 feet above the river, and the site was probably in remote ancient times on the bank of the Nile, because this river then was much larger in volume than at the present time. It is supposed the remains unearthed belong to a period the date of which is 8,000 years before our Lord, and this would suggest that the race possibly perished in the deluge so full in poor satisfaction either to the contestant which crosses the finish line first, or to the apparent loser, which very afterwards get the decision; there is always a well-founded doubt as to what "might have been." In the present instance the visitor appeared to be entitled to the benefit of that doubt; for there seems to appear on his part no intentional disregard of the rules governing such contests, and his thoroughly sportsmanlike spirit has shown that he would be the last to avail himself of any such trickery.

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As a matter of fact, the challenger from the other side of the water has only once been successful in winning a single heat, if the expression may be allowed, during the forty-four years the cup has been in Uncle Sam's possession, and that was due to an accident to the leader of the fleet then defending it. A history of the whole series of races, from 1851, when the trophy was first captured, up to the pres nt time, may be of interest, now that the fourth attempt to recover it is about concluded. We quote from the New York Herald, which furnishes data that is verified if not supplied by the secretary of the New York yacht club:

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SALTAIR TRAINS on Page 8

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WM. M. BATES.

ANOTHER RAMBLER DAY.

The Rambler boys made a great showing in the Ogden races. The first event of the day was the ten mile road race, in which McCoubrey finished third, taking third prize and third time prize. Then came the track race, Joe Iseli taking second in the novice. Fowler first, Weller second, and Thatcher third in the mile scratch, class B, all "Rambler" you will note. In the half mile class A, May took second, Corser third. Half mile, class B, Thatcher second, Fowler third. Five mile, class B, Fowler second. In this race a man in a yellow suit lost his head and fell. Cornelison and Weller being immediately behind him, the result was a spill for these parties and the race left to Evans. The five mile, class A, was another Rambler event, May taking first, Joe Iseli second and McCoubrey third. Fourteen prizes in one day is glory enough for any one.

People may laugh and people may say,
And from day to day how it goes they play,
But Rambler's win races wherever they go,
Regardless of new steam foe.
Moral—Buy a Rambler! Ride a winner and you'll be a spinner.

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