DESERET EVENING NEWS SATURDAY SEPTEMBER 5 1908



F THE thousands of persons who visit the home of George Washington at Mount Vernon probably less than 1 per cent probably less than 1 per cent salize that they have been mildly wire upon and that many of the d telles exhibited as original are re imitations of articles which were and in the Washington home when

ound in the descent of the second sec Many persons have begun a campaign

exhibited as Washington's death een exhibited as Washington's death ied, and that several of the pictures, ritieles of furniture and many of the ooks are merely replicas of those sinally owned by Washington and ever were found inside the Mount ernon residence until placed there exhibition. exhibition.

CONTROVERSY AS TO COACH.

Attention to the so-called Washing-Attention to the so-called Washing-or coach was first publicly attracted hen the Prince of Wales, now King dward VII of England, made a tour t the United States and Canada. he prince arrived at Philadelphia at o'clock in the afternoon of Oct. 9, and the following day attended the agers at Point Breeze Park. The agers at Oct. 11, after describing the ces, the visitors, etc., said: "The old family coach of General eorge Washington was drawn around he grounds by six gray horses. It tracted much attention." Another press item at the time re-rred to the coach as "a coach said have belonged to General Washing-n."

niece of a carriage builder named A nece of a carriage builder named illiam Dunlap was then the owner the coach. She it still living in addelphia. At the time of the ince's visit she was a girl of 12, and thethy rememberers standing on the ctory carriage steps to see the old ash brought out on that occasion ch brought out on that occasion.

he positively asserts, however, that never belonged to General Washing-but was built for the Powels, and ther family have always so stated. er father, Henry Dunlap, did own Washington carriage at one time, t it fell to pieces through old age. s fact and the resemblance of the rel equipage to the Washington th, she assigns for the persistence er people have shown in calling the well vehicle the Washington coach, n the same year, 1830, John Jay ilth, in a work, entitled "American storical and Literary Curiosities," les a picture of General Washing-

"A controversy exists whether this feture was taken from the identical arriage but all agree in stating that not the genuine article it is a fac-mile, the two coaches having been hported at the same time and having een of the same design."

een of the same design." The two coaches referred to were hose of General Washington and Mrs. lizabeth Willing Powel, wife of Mayor amuel Powel of Philadelphia. Thoy ere ordered at the same time, and ere bulk in England by David Clarke, Stotchman, who came over with em, establishing himself as a carri-te builder in Sixth street, between heant and Market streets. Philadel-

seat and about a foot lower than the floor a large feed box, capable of containing at least a bushel of oats. The history of each was traced down as follows: The Washington coach in 1802 came into the possession of George Washing-ton Parke Custis of Arlington, after-ward becoming the property of Rev-William Meade, bishop of the Protest-ant Episcopal Church of Virginia. The end of the coach is thus described by

Thus far does the record show for the Washington coach. ANOTHER IS SUBSTITUTED.

Taking the Powel conch. it is found that Mrs. Powel, after the death of Mayor Powel from yellow fever in 1793, used her coach dally in going to church and in visiting the neighboring gentry. As she and her coachman grew old to-gether he had the high driving seat

He offered it fresh from its Chinatown storage to the Mount Vernon Asso-ciation for the modest sum of \$10,000. SECURED FOR MOUNT VERNON.

clation for the modest sum of \$10,000.
SECURED FOR MOUNT VERNON.
The regents immediately became exited. The vice regent for Michigan, in her annual report for 1887, says:
"The council may remember that two years ago photographs were sent to Mi, Dodge (superintendent of Mount Vernon) of Washington's old stage coach. Since that time every effort has been made to find the coach, but it has lain perdu until quite recently, when a visitor from Harlem, N. Y. gave Mr. Dodge the address of Mr. Frye, who, he asserted, had purchased the coach at the sale of the effects of Captain Benjamin Richardson, a collector of relies who had orginally owned it."
In 1828 the vice regent reported \$25 received for the coach fund. But this was far from the \$10,000 demanded, and the regents were urged to raise the money. However, in the negotiations with Frye some one wanted the authenticity of the coach established, whereupon Fyre dropped his price from \$10,000 to \$350 and sealed the bargain. The coach was then repaired and sent to Mount Vernon. Facts as here gone over are irrefutable, and are borne out completely. When the matter was referred to the department of historical research of the Carnegie Institute of Washington, J. Franton, under date of Feb. 19, 1908, said:
"T have been asked to act as a referee with regard to two caches for which the claim is made that they belonged to General Washington. The only evidence to show that the coach now at Mount Vernon was once the property of General Washington is the deposition of Elizabeth Storieal evidence would permit one to attach serious value to her statements when con-



tradictory to those made explicitly by members of the Powel family in the letters above referred to." Several persons have now gone deep-ly into the authenticity of the bed ex-hibited as "the bed on which Washing-ton died." They have evidence to show that it is the third bed on which he is said to have died.

LABOR DAY HORSE RACES.

\$400. It goes to the winner of the three cornered match race at the La-bor day horse races, Fair Grounds, Monday, 2 o'clock. Horses, Willetts, Alzama, and Lizzie Bigstaff.

Saltair, Labor Day, \$500 prizes.

Slim Woman Wins An All-Day Trip on Great Salt Lake.

23



THE CRUISER, "IRENE" Leaves next Sunday morning after the arrival of the 10 o'clock train, at Saltair. Get your tickets in advance; the boat is limited to 50 people and no more. Tickets on sale at Stickney's Cigar Store.

ROUND TRIP \$2,00

Bring your lunch and enjoy an all day trip on the Great Salt lake.





Thoughtful Buyers

Will investigate our claim of UNEXCELLED QUALITY and LOWEST PRICES before making their purchases in the line of House Furnishings.

Our new Fall stock is superior in every way and the most discriminating will find our lines by far the best in the city. We anticipate an unusually large Fall trade and are certain of our ability to take care of all orders in a satisfactory manner. The prices on some lines have been slightly reduced and it will pay you to call and see us. WE CAN SAVE YOU MONEY.



PORTRAIT OF MRS. EDWIN F. HOLMES. Art Critics Regard This as the Best Portrait in the State of Utah.

The art treasures of this city have t

been considerably enriched by the reportrait painters of Europe.

Col, and Mrs. Holmes became acquainted with M. Chartran last year, during their stay in Cairo, Egypt, where he had gone to recover his failing health and to avoid the de-mands upon him for portraits of dis-tinguished sitters. He had no inten-tion of doing any work there, but be-came so interested in the personality of Mrs. Holmes and her possibilities as a portrait subject, that he felt a renewal of his desire to paint, and went to work with all his old time zest and enthusiasm. The result is a superb work that ranks among the best efforts of his life and must al-ways stand as a masterpiece in art. The peculiar genuss of Chartran is difficult to desoribe. His portraits are renowned for their beauty and fascin-ation as well as for the subtle insight they reveal in the characters of his quainted with M. Chartran last year,

the minister himself in his "Old Churches, Ministers and Families in Virginia." "His old English coach, in which

himself and Mrs. Washington not only road in Fairfax county, but traveled through the entire length and breadth of the land, was so faithfully ex-

cent arrival of a splendid portrait of Mrs. Edwin F. Holmes, by the great Chartran, who has been universally acknowledged as one of the leading artists of France. By some, he has been accorded first place among the

Best Portrait in the State of Utah. sitters. Among these have been a number of the notables of his time, including President and Mrs. Roose-velt, President Carnot, Sarah Bern-hardt, Pope Leo XIII and many oth-ers. Reviewers have said of him that he surpassed all others in his ability to express the highest attributes of those who sat for him, being able not only to see and understand their soul qualities, but to convey them to the canvas. Of course, no greater tribute than this could be accorded to any portrait painter, but that it is true can be easily felt in the presence of this charming portrait of Mrs. Holmes. The lady herself is summed up and de-scribed in a most subtle manner by the hand of genius. The picture is at once refined and masterful. In tech-nique, it is, of course, beyond criticism. In this respect, nothing finer can be seen anywhere. The effects of tex-ture are produced in a manner that baffle most artists to even understand, while the background is a good ex-ample of those that have challenged the admiration of the best painters of Europe. Beautifully set in its very artistic

Europe. Beautifully set in its very artistic beautifully set in the best picture in

Beautifully set in its very artistic frame, it is easily the best picture in the state and must be a priceless pos-session to its owners. H. L. A. C.

built thus to prevent the driver from being jolted out. This alteration was done by George Heyberger of Philadelphia, his name

s builder in Sixth street, between esnut and Market streets, Philadel-

ND OF WASHINGTON VEHICLE.

coaches were, identical, except t General Washington's was ornam-ed with four medallions painted Cipriani and representing the four one on each panel of the ach, and with his coat of arms em-ach, and with his coat of arms em-azoned on the doors. The Powel ach, on the contrary, had plain mels, with the Powel arms emblaz-ted on its doors.

Each coach had a high driving sent, propriate to state coaches of that ried. Each coach had beneath the

of the land, was so faithfully ex-ecuted that at the conclusion of that long journey its builder, who came over with it, was proud to be told by the general that not a nall or screw had failed. It so happened, in a way I need not state, that this coach came into my hands about fifteen years after the death of General Washing-ton.

"In the course of time, from disuse, "In the course of time, from disuse, it being too heavy for these latter days, it began to decay and give way. Becoming an object of desire to those who delight in relics. I caused it to be taken to pieces and distributed it among admiring friends of Washington who visited my house and also among a number of female associations for

JEROME BEAUREGUARD.

o his work he spent two months in the greatest European gallerles

opean critics have highly commended.

tah artists.

still appearing on the springs on the seat rests. It is a seat wholly out of keeping with the rest of the car-riage in the fashions of the century in which it was built. Furthermore, it is shown that in lowering the seat the ancient feed box has been utilized as a platform upon which to fasten a new seat, thus destroying its use-

a new seat, thus destroying its use-fulness as a feed box. This, however, did not disturb Mrs. Powel, as she no longer used her car-rlage for long journeys, but only church going and in visiting, so there was no need for carying provender for the horses. horses

This explains why the coach as ex-hibited to-day has a low seat and the hibited to-day has a low seat and the ancient but useless feed box. Mrs. Powel died in 1830, after which time Colonel John Hare Powel, her heir, seldom used the coach, but kept it in an old coachhouse at Powelton for a quarter of a century. Some time afterward the Powels moved from Powelton, and Colonel Powel stored the old coash with Wil-liam Dunlap, a coach builder of Phil-adelphia. In 1855 Colonel Powel gave the coach to Mr. Dunlap as a relic of

adelphia. In 1855 Colonel Powel gave the coach to Mr. Dunlap as a relic of antiquity. Mr. Dunlap always denied it was Washington coach, although it appears he rented it on several oc-casions to circusos, shows and parades. In 1871 or 1872 John Wanamaker of Philadelphia wished to purchase it if he could be satisfied it was the Wash-ington coach. Investigation, however, showed that it was not; that the Wash-ington coach had been taken to pieces by Bishop Mcade many years before.

AUTHENTICITY IS QUESTIONED AUTHENTICITY IS QUESTIONED Despite that it was known not to have belonged to General Washington, the Dunlap-Powel ecach, during the early part of the contennial exposition in Philadelphia occupied a control-cous position in the main building and was placarded "Washington's White Cheriot." Later it was moved to the carriage annex, and its then owner, profiting by the reputation the coach had gained at the contennial exposition advertised it as the real Washington advertised it as the contennual exposition advertised it as the real Washington coach. He relied on the statement of a servant formerly in the home of Mr. Fowel who said it had once belong-ed to Mr. Washington, although the subrequent correspondence showed that the owner doubted the authenticity of the coch. The acach was cold as Nor the coach. The coach was sold on Nov. 28, 1876, to Captain Benjamin Richard-son, a weilthy farmer of West Morrisania, N. Y., who had a fancy for antiques. Captain Richardson died in 1888 and

bequeathed the coach to his daughter, Sarrah Jane, and to his granddaughter, Ella Birdsall, now Mrs, Gouverneur of Brooklyn, and "their heirs and as-ugns forever."

Though litigation began immedately over the real estate Richardson left, his as Art Student Who Has Returned from Paris to Open a Studio in This tiends of Mr. Beaureguard, who knew him in his early youth in

Though litigation tegan immediately over the real estate Richardson left, his heirs appeared to have cared nothing for the coach, and other curiosities. When Sarah Richardson died she he-queathed her interest in the coach to Mrs. Michael, daughter of the late Benjamin Richardson. About 1895 or 1898 Michael Karam bought out the interest of Mrs. Gouv-erneur, who had acted as her grand-father's secretary and knew the history of each so-called relic, and the interest of Mrs. Selina Birdsall Copper in the conch and curiosities, paying, it is said, \$250 for the coach. Four or five years ago, however, the heirs claimed to have received but \$100 for the entire collec-tion, including the coach. The coach was stored in a barn in Mott street, New York City, until the owner of the property. Augustus Frye, sold the land, and the coach having to be moved, Mr. Frye proposed to sell it. later at the University of Utah in the art department, and still later Ash his contributions to the "News" from Paris, will be pleased to learn is in Salt Lake again and that he will set up a studio here. Mr. reguard studied two years at the Julian academy at Paris, and in his ar did work at the Sarbonne university of Histori Art. As a final clichieful comparisons and taking notes. He returns with a portfolio with sketches made in the principal cities of Italy, Switzerland, France, d England. In addition he has executed about 30 oil paintings some of which

Mr. Beauresuard grained the distinction of being first prize student at the an academy in December, 1907, an honor which he enjoys alone among be moved, Mr. Frye proposed to sell it

BEDROOM FURNITURE

You have doubtless heard some of your friends expatiating on the excel-lent qualities of the famous Kimball & Chappell. "Phoenix" seamless brass tube beds. We are sole agents in this terri-tory and acknowledge no competition in this line. Every bed guaranteed by us to be pre-eminently superior in every to be pre-eminently superior in every way to any bed now manufactured in the United States. We also carry a large line of seamed beds which can-not be purchased elsewhere for the prices we ask.

Our stock of Brass Beds is absolutely the Largest in the City, and Our Prices, both Cash or Credit, Cannot be Equalled.

0



BEDS FROM \$30 TO \$200

The cuts show a reproduction of a Louis XVI Suite, which is the latest creation of the cabinet-makers' art. These suites in Mahogany are very stylish and will add wonderfully to the appearance of your chamber. We have a very nice assortment of Colonial and French Suites in Oak, Mahogany, Tuna and Walnut, as well as a large line of odd Dressers and Cheffoniers. Let us give you our price on a "Phoenix" Bed and a Chamber Suite,

You cannot touch them in this city either as to quality or price.



We are particularly proud of the immense line of Carpetings, Rugs, Lace Curtains, Linoleum and Draperies that we have on display at the present time. Never before have we had such a mammoth stock and such a variety of designs, qualities and prices. We have a complete line of Alex Smith's Tapestries, Velvets, Axminsters, Savoneries, etc., as well as a selection of the best patterns from various other lines. Every season the demand for Wilton's is greater and anticipating such will be the case this season we have on hand a magnificent line of all grades of Rugs and Carpetings. Our display of French Wiltons, both domestic and imported, will astonish you.



Malleable and Estate Ranges and Heaters, **Elwell Kitchen Cabinets, Horton Rotary Washers**

and House Furnishings of all CASH OR CREDIT.

CO-OP. FURNITURE CO. 31-33-35-37 South Main Street