

The faculty of business judgment is cultivated only through its constant use. A daily use of the faculty gives you opportunity to pass upon all sorts of business propositions.

10 PAGES—LAST EDITION.

GOOD ROADS FOR UTAH ARE URGED.

Governor Cutler and Ex-Governor Wells Speak at Meeting Here Today.

VISITING OFFICIALS HEARD.

An Old Question Takes on New Form at Gathering Under Way in the Assembly Hall.

PROBLEM BEFORE THE PEOPLE.

Ten Miles of Model Road to be Laid in Salt Lake County in October. Next—Routine Business.

The importance for immediate work on the problem of making good roads for Utah seemed to assume mammoth proportions at the opening session of the first state good roads convention this morning. Former Gov. Heber M. Wells declared that our roads were things we were not proud of as a state. Gov. Cutler said that the securing of good roads was the most important consideration now before the state. Col. W. H. Moore, president of the National Good Roads association, declared that to be the foulest blot on the national escutcheon, while Wellington E. Lockwood of St. Louis declared road building should be banished from Salt Lake street construction work, and thousands of dollars should be saved in paving expenses by parking the center of the wide streets instead of laying cobble stones and asphalt.

TEN MILES OF MODEL ROAD.

It was promised that a construction train would arrive over the railroad in October, and a permanent system of roads in Salt Lake county, that would prove a great educator to county commissioners, and others of the other side of the mountain. The custom of building roads in front of prominent people's residences instead of in accordance with sound engineering principles was deprecated, and Gov. Cutler was complimented on having vetoed the appropriations for road building of the last Legislature on the grounds that if expended it probably would not have brought its face value in roads to the state.

CALL TO ORDER.

The convention was called to order at 10 o'clock by Hon. Heber M. Wells, president of the Commercial club, who welcomed the movement as one promising much good to the state. He cautioned the visiting organizers that the country was a patchwork of water-bush, and that its people and its revenues have always been taxed with necessary improvements far in excess of their capacity. He invited the people who were here to join in the national movement in favor of good roads, and to see to it that there were vast and important improvements undertaken at once.

NOT MANY PRESENT.

The convention drew only a small crowd, most of them being regularly accredited delegates from places out of Salt Lake. On the stand were Hon. H. M. Wells, Rev. W. H. Moore, Gov. Cutler, Hon. W. H. Moore, president of the national association; Wellington E. Lockwood, an organizer from Missouri; Martin Dodge, director of public roads in Idaho; T. P. Riker, lecturer, National Good Roads association; Chas. G. Fairfield, counsel, National Good Roads association; Senator Reed Smoot, and Col. E. A. Wadsworth.

GOV. CUTLER'S SPEECH.

Gov. Cutler was then introduced, who spoke for the state, in welcoming the national organizers and bespoke for them a successful visit. He said:

"An glad to welcome to the state all those who are interested in the improvement of our roads. In other words, recognizing in this convention such men and such a movement, I am glad to extend a hearty welcome on this occasion. It is a matter of pride and a cause for congratulation, that is, reading interest is being taken throughout the country in the work of road-building. When work of this kind assumes an organized form, in the holding of conventions where there can be demonstrations of practical work, and interchange of ideas with those who have given the matter expert attention, there is an assurance of great good to come of it. It proves that the subject in hand has passed the experimental stage, and has entered upon the stage of active accomplishment. On this account, the state is to be congratulated on this auspicious event."

A MATTER OF ECONOMY.

It is my belief that the securing of good roads is one of the most important considerations in any community. The building of good roads is a matter of economy. In transportation, as in other matters, the line of least resistance is always followed in the best results. Exchange of commodities is more active and less difficult where good roads are provided. The farmer taking his produce to town and exchanging with the merchant; the storekeeper bartering with the small manufacturer; the stockman and flockmaster taking their products to the butcher, illustrate in a small way the value of good roads. If much more can be carried with the same effort on good roads than on poor ones, a great saving of time and effort is effected, as well as a conserving of the health and temper of man and beast. Yet it is not when things happen, and I speak it with anything but pride, that at certain seasons of the year some roads in our state are impassable for teams with any load whatever. This is the case not only in the sparsely settled districts, but in some of the most populous parts of the state. The result of this condition is that necessary traffic between

the farmer and the merchant is prevented, and for a time both suffer, through being deprived of the opportunity of making needed exchange. The merchant in the central town loses thousands of dollars in trade during the winter time because of this unfortunate condition. When it becomes absolutely necessary for the farmer to haul his produce to the market, he does so with a wasteful expenditure of time and energy. In the meantime, pending the season when the roads will be passable, the merchant's goods are lying idle on his shelves, whereas he might otherwise have turned into cash with which to replenish his stock and extend his trade. Looking at the matter from the economic standpoint, therefore, no well settled community can afford to have poor roads.

There is an economy, as well, in the manner of building roads. The method followed appears to me to be wasteful. It is to throw dirt or gravel into a muddy hollow, where it may, indeed, make a temporary improvement. It is then trampled into the lower stratum of mud, leaving the place in as bad condition as before. In this way, thousands of dollars are spent, without any appreciable improvement to the roads. If the same amount of money was expended on the principal thoroughfares of the state, and expended properly, much greater good could be accomplished with it. While in the early period of Utah history, these temporary makeshifts were necessary, that time is now past.

HOW TO BUILD ROADS.

It appears to me that the proper way to build a road, is to construct it on the principle followed in building a house, making a foundation, and building permanently on it. The immediate expenditure is, of course, greater than with the other method, but when the road is constructed it is of service for a long time. An example in this regard has been set us by the Roman empire. It was the custom there for the roads to be constructed with the idea of being permanent, up to the point of their building, no obstacles were overcome, or made use of in the construction of the roads. Much the same care was exercised as is taken by the builders of the modern world, and the carelessness of construction was permitted. As a result, many of the roads built by the Romans 2,000 years ago are being repaired by the Italians today. Even in the modern European nations, road-building receives more scientific attention than it has here. It is well known that the result that has been given to it, with the aid of the modern machinery which are provided with highways which are a credit to their builders.

UTAH NOT BACKWARD.

With true economy of effort, there seems no reason why Utah should not be provided with similar roads. We have to meet the difficulty of large areas and sparse population, and great extent of highways. But by meeting the urgent demands for good roads in the thickly populated portions of the state, and building those roads on a permanent basis, a system of roads, I am sure, can soon be provided of a kind which we need not be at all ashamed of. Not that I would have you think that the most backward state in the Union in this respect. I believe that, considering the area of our state and its population, we are well toward the front in reference to good roads. But there is no denying the fact that there is great room for improvement in this respect; and the holding of this convention gives ground for the hope that this improvement will be rapid.

WELCOME EXTENDED.

Therefore, on behalf of the state and its citizens, I welcome you and commend the purpose for which you have come among us. With this welcome goes my pledge to encourage local and state efforts to do everything possible, consistent with their revenues, in the way of improving state, county, and local highways, establishing them on an scientific and permanent basis, and providing for the rapid development of Utah's resources, and the increase of its inhabitants. I believe that our experimenting has been done for us in other nations. We need only investigate with care the work that others have done, and then adapt that work and those methods of road construction to our own conditions. I take it that the results of work done elsewhere will be presented in this convention for the discussion of its delegates, and that, as a result, the state will have a method of work will be decided upon, which will be best adapted to our condition, and most conducive to our benefit in this important matter.

STATE SECOND TO NONE.

Utah acknowledges no superior in school system, in agriculture, in citizenship, in respect for law and order, in mining, in industry, or in any other line. It is a state of solid progress and development. I trust it will not be long that we shall have to acknowledge any superior in the matter of good roads. We have plenty of room for them, plenty of material with which to make them, plenty of mental and physical skill to do the work. We merely a question of bringing all these elements together. With mountains of shale easy of access, and beds of asphalt and gravel at our doors, there is no good reason for Utah having any but the best roads. We will doubtless help us very much with your suggestions and demonstrations. I hope it will be possible for us to put the suggestions to a practical test, in the most efficient and systematic way.

PREST. MOORE TALKS.

President W. H. Moore of the association responded to the address of Gov. Cutler. He said that it was with great interest that he had heard the governor's address. He said that the particular building again as it is called a former visit here where he was a delegate to the Transmississippi congress over which W. D. Bryan presided in 1897.

IN SKETCHING THE HISTORY OF THE GOOD ROADS MOVEMENT.

President Moore sketched the history of the good roads movement. He said that the movement began about 1880, and that it has since that time been growing and spreading from convention to convention until it numbered the governments of 40 states on the 20th anniversary of the movement. He said that the movement is now a national movement, and that it is a matter of pride and a cause for congratulation, that is, reading interest is being taken throughout the country in the work of road-building. When work of this kind assumes an organized form, in the holding of conventions where there can be demonstrations of practical work, and interchange of ideas with those who have given the matter expert attention, there is an assurance of great good to come of it. It proves that the subject in hand has passed the experimental stage, and has entered upon the stage of active accomplishment. On this account, the state is to be congratulated on this auspicious event."

NEW ALIGNMENT OF EQUITABLE FORCES

Appeared to Have Been Established at Today's Meeting of The Directors.

"I EXPECT A HOT OLD TIME."

Was Comment of M. E. Ingalls of the Frick Committee—Wild Standard Oil Story.

New York, June 2.—A new alignment of the parties concerned in the controversy in the Equitable Life Assurance society appeared to have been established today when the directors' meeting began. This meeting was expected to be most exciting and it was generally expected that the directors either would decide to make public the report of the Frick investigating committee with a resolution that its recommendations be carried into effect, or that a number of directors would resign. A friend of Vice President James H. Hyde today gave out a statement to the effect that the report of the Frick committee probably would be voted down. This plan, it was said, had the support of President James W. Alexander, who heretofore had opposed Mr. Hyde. A conference between Mr. Hyde and his friends and attorneys was held this morning, and it was noticed that neither E. H. Harriman nor Jacob H. Schiff attended it, although up to the time of the presentation of the Frick report it was believed that Mr. Harriman and Mr. Schiff were strong supporters of Mr. Hyde. George J. Gould, however, attended the conference in Mr. Hyde's office.

A director of the Equitable was quoted today to the effect that the Frick report recommended that the directors appoint a committee of five to select a new president, first vice president and second vice president to succeed Messrs. Alexander, Hyde and Schiff. Four members of this committee, it was said, had been agreed upon. The Equitable directors took a one-hour adjournment at 1 o'clock, and the session was taken up principally with statements made by President Alexander and Vice President Hyde, opposing the adoption by the directors of the Frick committee report. Mr. Ingalls, a member of the Frick committee, was asked what he thought would be done with the Frick report. He replied that he believed it probably would be defeated by a vote of 20 to 18.

Mr. Frick said he could not tell when the Frick report would be given to the public. Directors of the Equitable Life Assurance society gathered at the society's building, 125 Broadway, early today to attend the meeting of the board of directors scheduled for 1 o'clock. Intense interest was shown by all and there was active discussion of the Frick report in small groups of directors up to the time that the adjournment was taken. The topic of these discussions was the report that a gigantic scheme has been planned to obtain control of the society's immense capital.

Mr. Hyde and Mr. Undermyer were in consultation some time this morning prior to the adjourned meeting of the board of directors which was held at 1 o'clock. The Hyde forces assembled in conference in Mr. Hyde's office before the meeting. Those present included Messrs. Alexander, Undermyer, George Gould, A. W. Kroch, W. C. Gulliver, Winslow S. Pierce, H. C. Hartwell, John J. McCook, Brandish Johnson, D. H. Moffatt, H. H. Winthrop, William H. McIntyre and C. B. Alexander. Melville E. Ingalls of the Frick committee called at the office of E. H. Harriman just before the directors' meeting. Asked what he expected as a result of today's meeting, Mr. Ingalls said:

"I expect a hot old time." Shortly before the directors' meeting a representative of William Nelson Cromwell, the lawyer, visited Vice President Hyde's office.

Those who signed the roll this morning had delegates will receive all bulletins and literature from the national government free in the future. So far as signed, the delegates are as follows: A. L. French, Wm. Van Allen, Ogden A. M. Farlow, West Wells, Jas. G. Goffey, Henry W. Brown, Murray J. W. Musser, Heber City; John Bingham, Cashier D. E. Roberts; Logan W. F. Day, H. C. Larson, Elsinore; James Christian, N. L. Sheffield; Wayne D. L. Blackburn, Jas. A. Taylor, R. W. Reynolds, from Jos. E. Thomas, Pleasant Grove; W. Taylor, Jas. C. W. K. Spafford, Provo; Jacob Probst, Midway; Chas. Walquist, Heber; Jens Nelson, Woods Cross; Frank J. Hewitt, E. C. Leonard, W. S. Seddon, J. M. Bowman, F. W. Palmer, Frank L. Chase, Salt Lake; James A. Taylor, Halliday.

AFTERNOON SESSION.

This afternoon another session is in progress, the features of which are addressed by Mr. Dodge, Col. Riker, and Mr. Canfield. A grand program has been arranged for this evening, which will include stereoscopic views of the roads of the world, and musical numbers.

FRENCH ARMY MANEUVERS.

Gens. Chaffee, Crozier and Bell Will Represent United States. Washington, June 2.—It is announced at the war department that Lieut. Gen. Chaffee, chief of staff, and Brig. Gens. William S. Crozier and Franklin Bell will represent the United States at the maneuvers of French troops. The invitation to send United States army officers to that country was extended to Secy. Taft by the French ambassador.

CHARGED WITH NEVADA MURDER

John Hancock Arrested as He Was Emerging from a California Prison.

CRIME COMMITTED IN 1897.

Alleged to Have Killed Dr. Engelke and Servant While on Their Way to Salt Lake.

San Rafael, Cal., June 1.—John Hancock, who completed a 10 years' sentence for burglary committed in Orange county in 1888, was arrested on a charge of murder as he was leaving the prison today by Sheriff Jacob Johnson and a special deputy of Lincoln county, Nev. The murder for which Hancock is under arrest was one of the most brutal and dastardly ever committed in Nevada. According to the confession of a Mrs. Meyer, made Nov. 30, 1888, Hancock, Mrs. Meyer and her young son were driving from Perris, Cal., to Salt Lake City, in 1897. One of their horses gave out, and while they were waiting at a ranch in the vicinity of George Engelke, a veterinary surgeon, and Peter Edmonston, his servant, arrived with a team of horses and a valuable stallion. Engelke discussed his affairs before Hancock. The latter told Mrs. Meyer he intended to kill the doctor and his companion for their valuables. The woman declares that Hancock carried out his threat. Five days after the party left the ranch, she said that while Engelke and his servant were asleep Hancock brained them with an axe and then buried the bodies.

Cherry Lass Wins Oaks.

London, June 2.—The race for the Oaks stake of 5,000 sovereigns was run at Epsom today and was won by Cherry Lass, Queen of the Earth was second and Amitee, ridden by Maher, the American jockey, was third. Twelve horses started.

FATAL RACE IN LOGAN CANYON.

Young Walter Nyman Crushed Under the Wheels of His Own Wagon.

HE DIED ALMOST INSTANTLY.

Sudden Demise of John T. Thain, Jr., Who Falls a Victim of Pneumonia.

(Special to the News.) Logan, Utah, June 2.—Walter Nyman, the 15-year-old son of Carl Nyman of Greenville, was accidentally killed near Ricks springs in Logan canyon yesterday afternoon. Mr. Nyman was engaged in hauling lumber from the canyon for Anton Anderson & Sons of this city, and was on the way to the mill when the accident occurred. It seems that young Nyman was racing with the other lumber haulers and in some way was thrown from the wagon, the wheels passing over his body, inflicting wounds which caused his death. His companions dispatched one of their number to Logan for a doctor and started to take the injured man, but his wounds were of such a nature that he died on the road before reaching the city.

VICTIM OF PNEUMONIA.

John T. Thain, Jr., a prominent young man of this city, died this morning of pneumonia. Mr. Thain was taken on Sunday last, the disease taking such a firm hold on him from the start that his condition at once became critical. The deceased was the son of John T. and Margaret Thain and was born at Willard, Utah, May 1, 1886. He married Ibez Reese in this city 17 years ago, by whom he has four living children. He was an active church worker and recently filled a mission in England. He had also taken considerable interest in politics and was a member of the school board at the time of his demise. The time of the funeral has not yet been fixed.

LOGAN VETERAN DEAD.

Carl Erick Anderson, an aged resident of the Fourth ward, died yesterday of general debility. He had been a resident of Logan for many years and leaves a wife and many friends. The funeral will be held in the Fourth ward meetinghouse Sunday at 12 o'clock, noon.

HOME TONIGHT.

The visiting members of the Young Family association will leave for home at 2 p. m. today, arriving in Salt Lake this evening.

BURGLAR BROUGHT IN.

James E. Rogers, Caught Red Handed, Enters Plea of Innocence.

James E. Rogers, the burglar caught red-handed last night by Captain Burbridge and Fire Chief Hywater, was arraigned before Judge Diehl today on the charge of burglary. The county attorney issued a complaint, which was signed by Mr. Stevens, when Rogers was taken to the jail. Rogers stated that he would plead not guilty now, and probably change the plea when the case went to the district court. He also asked permission to have his preliminary examination. His request was granted and the court ordered him committed to the county jail until the case is called in the higher court.

NEBOGATOFF'S SAILORS MUTINIE

Charged with Throwing Admiral Overboard and Hoisting the White Flag.

INHUMANITY ON THE OREL.

Groans and Shrieks of Wounded Had So Harmful an Effect That They Were Thrown into the Sea.

New York, June 2.—Details from a trustworthy source leave little room for doubt, says a Times dispatch from St. Petersburg, that Admiral Nebogatoff's sailors mutinied in the battle of the sea of Japan and either threw the admiral and many officers overboard, or bound them in their cabins and hoisted the white flag.

A REMARKABLE STORY.

Tokio, June 2, 8 p. m.—It has been pointed to bring the battleship Orel to Yokosuka, where the emperor will visit her.

A remarkable story is in circulation concerning the wounded on the Orel. It is said that at the opening of the fight 500 men were killed and wounded and that the groans and shrieks of the wounded exercised so harmful an effect that it was decided to throw the mortally wounded into the sea.

One hundred and forty, it is said, were thrown overboard. Those slightly wounded were then fastened to the mast to prevent their interference with the fighting of the ship.

It is impossible to obtain any confirmation of this story, but later reports indicate that the crew of the Orel fought with desperate bravery throughout the day previous to their surrender. The fall of the vessel is well marked, and many of her guns are smashed and dismantled.

RUSSIAN OFFICER'S ACCOUNT.

London, June 2.—The Tokyo correspondent of the Daily Express sends a story of the battle told by an officer of the battleship Borodino, who is now at Sasebo. The officer says:

"Admiral Rojestvensky came on board early in the battle and directed the fighting from the Borodino's flying bridge. At 3 o'clock the Japanese battleships Shishima and Fuji opened every gun on us. A projectile struck the forward barbettes in which I had charge of a 12-inch gun, and this rendered us all helpless.

I groped out of the smoke filled barbettes to the deck and found there a rain of projectiles. Dozens were lying dead or wounded at every turn. I returned to the barbettes, but was only able to fire two rounds when two projectiles struck us simultaneously, wrecking the barbettes, disabling both the 12-inch guns and killed 18 officers and men.

The officer proceeded to describe how the Borodino now became a veritable ambulance, successive waves of wounded being carried on board. The Japanese shells so that the shells had to be carried by hand. Admiral Rojestvensky was injured and transferred to a destroyer, and as the destroyer left she was assailed by a hail of small arm ammunition.

It was now 4 o'clock, the officer continued, as the Borodino was repeatedly struck in the helm and was settling down with no hope of saving her. The Japanese had broken our battle formation and were closing in, concentrating their fire on our fighting tops, of which crews hardly one escaped. Fire had now broken out in all directions, adding to the horror of our situation, and it was decided to withdraw from the firing line for the purpose of repairing our steering gear.

We were surrounded by eight Japanese ships and bombarded on every side. We still fought desperately with our after 12-inch guns and what was left of our smaller guns, and about half our complement of men. But the Borodino sank lower and lower. Toward evening, after we had lost 400 men, we decided to surrender. The Japanese came toward us. We sank one with a well directed shell. The other launched a torpedo which missed us. All the men in the engine room were driven on deck by the flames. Finally a Japanese torpedo hit us and we went down with an explosion which blew the Borodino to turn turtle. I, with 10 others, swam toward the shore. The Japanese armored cruiser Kawaga and was transferred to the shore."

JAPANESE OFFICER'S STORY.

Tokio, Wednesday, May 31, 2 p. m.—A Japanese officer who has returned to Sasebo gives the following account of the sea fight off the Tsushima islands. At 3:30 Saturday morning a wireless message reading, "The enemy's squadron is in sight," reached the naval base. This message was transmitted to all divisions, and was followed by instructions to get ready for action. Our squadron left its rendezvous and headed for the eastern channel off Tsushima. Our main squadron, which was led by Admiral Togo, was followed by the second and third squadrons. The first division of the main squadron, which was led by Admiral Togo, was followed by the second and third squadrons. The first division of the main squadron, which was led by Admiral Togo, was followed by the second and third squadrons.

The Russian ships were in a line, and the Japanese ships were in a line. The Russian ships were in a line, and the Japanese ships were in a line. The Russian ships were in a line, and the Japanese ships were in a line. The Russian ships were in a line, and the Japanese ships were in a line.

CHANGE OF BOUNDARIES.

Official Notification Regarding Utah Reservation Resolved at Land Office.

Official notification of the change of boundaries of the Uintah land district in the state of Utah was this morning received at the United States land office in the form of the following notice, which is signed by J. H. Pringle, acting commissioner, general land office, Washington, D. C.

"Notice is hereby given that in accordance with the provisions of section 2253 of the Revised Statutes of the United States, the president, by executive order, dated May 22, 1895, has directed that the boundary lines of the Uintah land district in the state of Utah, as constituted by the act of Congress, approved March 3, 1893, and public notice No. 1169, be so changed and re-established as to include therein such part of the Uintah Indian reservation as is within the boundaries of Utah county, and the lands included within the boundaries of Carbon county, are eliminated from the Uintah land district, and re-attached to the Utah land district."

RUSSIAN PRESS DEMANDS ASSEMBLY

Papers in Confidence of Gov't Say Representatives of People Should Decide for Peace or War.

CENSORSHIP IS NOW REMOVED.

All Are Appalled at the Horrible Stories of Slaughter on Rojestvensky's Ships.

TALES OF CREWS' TREACHERY.

Indignation Against Nebogatoff Grows, He Being Called Both "Coward" and "Traitor."

St. Petersburg, June 2.—The Russian press this morning still is advocating more vigorously than ever the summoning of a national assembly, even the reactionary Soviet joining in the general chorus. In view of the current rumors, it is most significant that the papers which are more or less in the confidence of the government unanimously take the position that representatives of the people should decide the question of peace or war.

All censorship is now removed from foreign dispatches and the people are appalled at the horrible stories of slaughter on board the Russian ships. The admiralty has not yet been able to estimate even approximately from the foreign advices the loss of men but as the ships were over, rather than undermanned, the total will be greater than the ordinary complement of the vessels would indicate and probably will exceed 10,000 if only about four thousand were saved.

Requiem masses are being celebrated constantly in all the churches and chapels for the repose of the souls of the slain although the distracted relatives are unable to learn definitely the fate of those dear to them. The admiralty up to the present time has been unable to throw any light on the situation except to announce the safety of those who have reached Vladivostok.

Ugly stories are circulating in this city of the demoralization and even treachery of the crews of several of the Russian ships during the battle and it is even said that the crew of the battleship Orel bound their officers and hoisted the white flag. The origin of these stories which are discredited by all navy men here, cannot be traced as the only direct information comes from Japan, but doubtless they are based on the trouble among the crew of the Orel before her departure for the far east. She was sunk at her dock before she left Cronstadt and later at Libau the crew were mutinous.

Indignation is growing Rear Admiral Nebogatoff is censured. The epithets "coward" and "traitor" are coupled with his name especially since the receipt of the Tokyo dispatches showing that he had ordered the destruction of his own ships and men.

Here the Russians suffered their heaviest losses. They seemed quite unprepared to repel night attacks. During the first night attack, the Russians showed nine searchlights and frustrated the attacks, but clearly gave up the location of the fleet, which brought success later.

JIMMY HOPE DEAD.

New York, June 2.—James Hope, otherwise known as "Jimmy" Hope, leader of the band which robbed the Manhattan bank in this city of nearly \$200,000 in money and securities 30 years ago, is dead at his home here, aged 69 years. His wife said today that he died of grief, broken hearted because of the publicity which constantly kept his record alive.

FOUND DEAD.

Mike Dolan, an Old Miner, Crosses the Dark River in Solitude.

Mike Dolan, an old miner from California, was found dead in his room at a rooming house, 217 South Second West street, this morning. Death was evidently caused by asthma. The body was removed to Evans' undertaking parlors, where it is being prepared for burial.

LABOR DAY AT SALT LAKE.

State Federation Migrates to the Lake Resort Today.

Today the State Federation of Labor is holding high jinks at Salt Lake, and the hourly trains have been transporting the brawny sons of toil and their families out to the beach this afternoon with regularity and dispatch. The afternoon program is said to have been rendered at the pavilion among the speakers being Charles D. Moyer and W. D. Haywood, the well-known labor leaders.

CHANCE OF BOUNDARIES.

Official Notification Regarding Utah Reservation Resolved at Land Office.

Official notification of the change of boundaries of the Uintah land district in the state of Utah was this morning received at the United States land office in the form of the following notice, which is signed by J. H. Pringle, acting commissioner, general land office, Washington, D. C.

RUSSIAN PRESS DEMANDS ASSEMBLY

Papers in Confidence of Gov't Say Representatives of People Should Decide for Peace or War.

CENSORSHIP IS NOW REMOVED.

All Are Appalled at the Horrible Stories of Slaughter on Rojestvensky's Ships.

TALES OF CREWS' TREACHERY.

Indignation Against Nebogatoff Grows, He Being Called Both "Coward" and "Traitor."

St. Petersburg, June 2.—The Russian press this morning still is advocating more vigorously than ever the summoning of a national assembly, even the reactionary Soviet joining in the general chorus. In view of the current rumors, it is most significant that the papers which are more or less in the confidence of the government unanimously take the position that representatives of the people should decide the question of peace or war.

All censorship is now removed from foreign dispatches and the people are appalled at the horrible stories of slaughter on board the Russian ships. The admiralty has not yet been able to estimate even approximately from the foreign advices the loss of men but as the ships were over, rather than undermanned, the total will be greater than the ordinary complement of the vessels would indicate and probably will exceed 10,000 if only about four thousand were saved.

Requiem masses are being celebrated constantly in all the churches and chapels for the repose of the souls of the slain although the distracted relatives are unable to learn definitely the fate of those dear to them. The admiralty up to the present time has been unable to throw any light on the situation except to announce the safety of those who have reached Vladivostok.

Ugly stories are circulating in this city of the demoralization and even treachery of the crews of several of the Russian ships during the battle and it is even said that the crew of the battleship Orel bound their officers and hoisted the white flag. The origin of these stories which are discredited by all navy men here, cannot be traced as the only direct information comes from Japan, but doubtless they are based on the trouble among the crew of the Orel before her departure for the far east. She was sunk at her dock before she left Cronstadt and later at Libau the crew were mutinous.

Indignation is growing Rear Admiral Nebogatoff is censured. The epithets "coward" and "traitor" are coupled with his name especially since the receipt of the Tokyo dispatches showing that he had ordered the destruction of his own ships and men.

Here the Russians suffered their heaviest losses. They seemed quite unprepared to repel night attacks. During the first night attack, the Russians showed nine searchlights and frustrated the attacks, but clearly gave up the location of the fleet, which brought success later.

JIMMY HOPE DEAD.

New York, June 2.—James Hope, otherwise known as "Jimmy" Hope, leader of the band which robbed the Manhattan bank in this city of nearly \$200,000 in money and securities 30 years ago, is dead at his home here, aged 69 years. His wife said today that he died of grief, broken hearted because of the publicity which constantly kept his record alive.

FOUND DEAD.

Mike Dolan, an Old Miner, Crosses the Dark River in Solitude.

Mike Dolan, an old miner from California, was found dead in his room at a rooming house, 217 South Second West street, this morning. Death was evidently caused by asthma. The body was removed to Evans' undertaking parlors, where it is being prepared for burial.

LABOR DAY AT SALT LAKE.

State Federation Migrates to the Lake Resort Today.

Today the State Federation of Labor is holding high jinks at Salt Lake, and the hourly trains have been transporting the brawny sons of toil and their families out to the beach this afternoon with regularity and dispatch. The afternoon program is said to have been rendered at the pavilion among the speakers being Charles D. Moyer and W. D. Haywood, the well-known labor leaders.

CHANCE OF BOUNDARIES.

Official Notification Regarding Utah Reservation Resolved at Land Office.

Official notification of the change of boundaries of the Uintah land district in the state of Utah was this morning received at the