

that is, "Come again," the parting word gives us the excursionists turned their eyes homeward.

These musical reunions deserve more than a passing notice; they promote good feeling, encourage sociability, and make each one the happier who assists in breaking down class distinctions. In the arts and music Utah is the peer of her sister territories. It is our definite duty to maintain the lead.

ATTEMPTED SUICIDE.
Mr. A. Brim Seeks to End His Life by Sawing His Head.

THE EXCITING INCIDENT OCCURS ON THE PREMISES OF TAYLOR, ROMNEY & ARMSTRONG.

At 8 o'clock this morning a man over middle height and of slender build walked into the ground compartment of the wood-working mills of Taylor, Romney & Armstrong, corner of South Temple and Second West Streets. He stood for a moment and watched Wm. Everett, one of the workmen, put a plank to a circular saw and rip it. So soon as the latter turned to seize another board to put it through a similar process, the stranger passed between him and a pile of lumber and approached the saw. When Mr. Everett turned toward him a ghastly spectacle met his eye. The strange man was staggering while blood seemed to be streaming from what appeared to be a slash in his head.

Charles Lundquist, a lad who was engaged in carrying the ripped planks from the saw, was a witness of what occurred while Mr. Everett's back was for the moment turned. When the stranger reached the table above which a portion of the circular saw, revolving rapidly protrudes a little over two inches, he gazed at the whirling implement a moment, braced himself and deliberately placed the top of his head against it, sawing into his cranium a couple of inches deep.

Lundquist, who was probably fifteen feet from him, made a move towards him, but before he could reach the mangled man he had placed his head against the saw the second time, and again ripped through the skull and into the brain.

An alarm was given, a number of persons were soon on the spot and rendered what assistance to the wretched individual that could be given under the circumstances. He was carried to the north entrance, a bucket of water procured and his head, which presented a horrible appearance, bathed. In the meantime a surgeon and officer had been telephoned for. Dr. Joseph S. Richards was soon at hand and dressed the wound or wounds and the victim of one of the most remarkable and horrible attempts at suicide in the annals of this region was soon afterward conveyed in a hack to St. Mary's Hospital.

There is scarcely room for doubt in relation to the result, as the man seemed stricken with death shortly after he received the self-inflicted injuries. He moaned as if in suffering, and his eyes, especially one of them, seemed to protrude, while they were overpread with a glassy, death-like appearance.

The individual who resorted to this remarkable method of shutting off his mortal coil, is somewhat tall and slender. He is of light complexion, has a sandy colored mustache, and a bald spot extends backwards from the forehead. He is probably thirty years of age, and has the appearance of a man more likely to be occupied in some pursuit requiring the exercise of thought than in an ordinary laboring vocation.

On inquiry it was learned that his name is Ira Albert Brim, son of the late Alexander Brim, the old-time Tanner, of the First Ward, and two of his brothers are married to daughters of Mr. Charles A. Bassett, of this city. He has, for several years of late, been engaged in mining operations in Ophir, Utah, in conjunction with his brother, Ed. E. Brim, who is his partner. It is stated that he had lately returned on a visit to Soda Springs, Idaho, but recently returned to this city and put up at the White House.

Mr. Podlech, proprietor of that hotel stated today that Brim had been jilted some time ago by a young lady to whom he was paying his addresses, she having married some one else. This fact had preyed upon his mind, and he had taken to drinking heavily instead of finding any relief from that miserable recourse it rendered him more desperate and dependent. Seeing his condition, Mr. Podlech sent word to his brother, Mr. Ed. E. Brim, to come in from Ophir, as Albert required watching. The brother accordingly came to town and put up with him at the White House. They slept together last night, and left the hotel this morning to take a walk. In some way they separated, and the next thing that was heard by Mr. Ed. E. Brim concerning his brother, was that he had committed the tragic act at Taylor, Romney & Armstrong's mill as above related.

The singular method which Mr. Brim resorted to for the purpose of ending his life has caused an intense interest to be taken in his attempt at self-destruction this morning.

Shortly after two o'clock this afternoon we were informed by a brother of Mr. Brim that the latter was still living and likely to recover, as a close examination of the wounds had shown that the brain was not injured as at first supposed, but only the scalp and

skull. The patient is now conscious, and in answer to questions on the subject asserts that he knows nothing about what occurred at the mill. It is believed that there was no intelligent deliberate attempt at suicide, but that Mr. Brim was laboring at the time under temporary mental aberration. His brother says he knows of nothing that would lead him to commit the act of self-destruction, and attributes the incident entirely to the effects of heavy drinking, which caused his mind to be dazed.

We learned later (2:30 p. m.) by telephone from St. Mary's Hospital that the condition of the patient was favorable, but that there was no certainty as to recovery. Should inflammation supervene, a fatal result would be inevitable.

FROM FRIDAY'S DAILY, AUG 31, 1888

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

Changing Location.
 The offices that have heretofore been occupied by Marshal Dyer, 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 Zaue.

Horrible Death.
 At Brown's gulch, Montana, on the afternoon of Tuesday last, Peter and Eugene Vanina, aged six and three respectively, while playing with matches in a barn on their parents' ranch, set fire to the barn and were burned to death. There was no person about the place at the time except the children's mother, who was lying ill in a cabin near by, and who heard their cries and saw the fire, but could render no assistance.

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 Gabler, Sen., and Samuel Whittwer's corrals and stackyards were consumed by fire. Fifteen to twenty tons of hay, one harness, three collars 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 James 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. 15th, another Oct. 6th (mostly Scandinavians) and the last of the season on the 20th of October.

FATAL ACCIDENT.

A Lad Named Dewey Almost Instantly Killed.

At noon today William Dewey, a resident of the Eighth Ward, employed as teamster for George Morris, was hauling sand from near Jordan River. The animals became unmanageable and ran away, when the unfortunate youth was thrown out. The wheels passed over his head, crushing it and killing him almost instantly. Parties who reached the body deemed it proper not to disturb it until the officers were brought to the scene of the terrible accident. The casualty was reported at the City Hall as soon as intelligence of it could be conveyed there. The body was taken to the office of Sexton Patrick, and it was intended to hold an inquest as soon as practicable.

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 the 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 he 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 severe. 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 the train.

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 45 years of age. His death falls heavily on his family and relatives, who live in the Eleventh Ward.

THE REGATTA.

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

HONORS OF THE THREE RACES DIVIDED BETWEEN AS MANY 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 so 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 car loads 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 others 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 6,000 to 7,000 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 quartering direction from the northwest, 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, evidently for the purpose of allowing all the visitors to be present to witness it.

In addition to the double sculls, which, with their expectant oarsmen, were stationed at their respective buoys, 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 Almy* and Captain Davis' *Cambria*, the latter two well loaded with aquatic sportsmen and other spectators.

The Judges, Messrs. Crabbe and Hanes, occupied a small boat in line with the buoys where the start was made, their business being to signal with a flag when each of the racing craft gained the goal.

Mr. Doonittle, who was judge of the turn, was stationed in a boat at the northern row of buoys, three-quarters of a mile distant. The call of the referee, Mr. R. J. Hilton, "Are you ready? Go!" was not responded to the first time as promptly as it should have been, and the racers had to be recalled for a second and more successful start.

Following is the order and designating colors of the contestants:

- No. 1.—J. F. Korf, and Wm. Weinand, Delaware, Club Chicago. Color—Yellow.
- No. 2.—A. Malcolm and Fred Gastrich, Modoc Club, St. Louis. Color—White.
- No. 3.—G. B. Jennison and J. F. Corbett, Farragut Club, Chicago. Color—Blue.
- No. 4.—J. P. Fleming and J. R. Osborne, Sylvan Club, Moline. Color—Green.
- No. 5.—William Sargent and Fred Sargent, O-wash-to-nong Boat 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 neared when the Delawares by a powerful spurt darted past them and came in ahead amidst the deafening cheers of the spectators. The timers, Messrs. McCormick, Jennings, Ewing, Moritz and Becbol, compared notes and decided that the time of the Delawares was 10:17½, the Modocs 10:18, the Farraguts 10:30, the O-wash-to-nongs 13:9, while the Sylvans were distanced. The single scull race was called at 5:10, the entries being:

- 1. J. F. Korf, Delaware B. C. Color, yellow.
- 2. Fred Gastrich, Modoc B. C. Color white.
- 3. J. F. Corbett, Farragut B. C. Color blue.
- 4. J. P. Fleming, Sylvan B. C. Color, green.

A good start was made except in the case of Mr. Korf, whose foot rest gave way, preventing him from proceeding. Corbett of the Farraguts led, making about 20 strokes to the minute, and made the three-quarters of a mile turn in 5:15. Gastrich kept well up especially on the outward pull, while Fleming seemed to realize that his chance was hopeless, but pulled away steadily some distance in the rear. The time announced was Corbett 12:22, Gastrich 12:34½, Fleming 13:56½.

Interest seemed to center in the four-oared shell contest and the enthusiasm of the spectators broke forth in repeated cheers as the oarsmen in their trim-bull-craft presented themselves at the color line, the Sylvans the "kids" of the racing crews, (all under 21 years of age) who came out bare to the waist, appearing to be most in favor. The entries were as follows:

- No. 1.—O-wash-to-nong Club, Grand Rapids—W. D. Sargent, bow; J. J. Fox, Fred Sargent, A. Carroll, stroke. Color—Red.
- No. 2.—Sylvan Club, Moline—Ben. Webber, stroke; Albert Bausch, E. Johnson, J. R. Osborne, bow. Color—Green.
- No. 3.—Farragut Club, Chicago—G. B. Jennison, bow; H. C. Avery, E. L. Hunter, G. C. Plummer, stroke. Color—Blue.
- No. 4.—Modoc Club, St. Louis—Fred. Gastrich, bow; Wm. Wiennand, J. F. Korf, A. Malcolm, stroke. Color—White.

A good start was made and for the greater part of the way on the outward stretch the Sylvans were in the lead. The Modocs, however, made the turn first, and from that time until the goal was reached kept ahead, being closely followed by their youthful competitors. In fact, this race was practically between the Modocs and Sylvans, the Farraguts having fallen behind and turned out of the course, hopeless, on one side, while the O-wash-to-nongs did the same on the other.

Mr. Glover the captain of the Farraguts, who occupied a position with the timers and reporters on the *Eloise Sherman*, had just been expressing doubt about extraordinary time ever being made on Salt Lake, saying that the sensation of rowing upon it impressed him about the same as when in rowing upon Lake Michigan he struck a stream issuing from the mouth of a sewer, the greasy substance floating upon the surface of the water impeding the speed of the boat. There was no grease on the surface of Salt Lake, but the water he thought was too dense for the oars to work effectively. His surprise can therefore be imagined when the time was announced and he was compelled to acknowledge that it was better than ever made in the west on a mile-and-a-half returning race. The Modocs made it in 8:36, the Sylvans in 8:45.

Even before the final race was completed the spectators (those doubtless who feared the crowding process to which they would be subjected if they remained longer) had started homeward, and soon afterward other trains were loaded while active preparations were in progress among the various crews of boatsmen for the removal to Garfield, the scene of today's sports. The ease with which the sporting

craft were carried in the hands or on the shoulders of one or two men excited the interest and surprise of the spectators and the visiting crew were pelted with questions concerning the novel looking floaters. The single scull with which Corbett won the second race, and which measures about 30 feet in length only weighs 26 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 60 to 70 lbs. each and measure about 35 feet in length, cost \$180 to \$190; while the four-oared shells, measuring about 40 feet in length and weighing 100 to 125 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 Garfield. It is doubtful, however, whether their expectations on 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 through not being used to the dense 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 journeys forth and back.

Some sharpers, the invariable concomitants of such gatherings, 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 montemen were also caught in the act of plying their little game, though the capper was allowed to escape, but there was little of an 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 lady met with a similar fall and slightly cut her face, but the only really serious accident 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 riding on top of the cars of the train which left Lake Park at 8 p. m. He fell from his lofty position when near Woods Cross, 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 bruised. He was taken to a hospital on the arrival of the train in this city, and died about an hour afterward. Measures should be taken to prevent persons riding in such positions on excursion trains hereafter, lest other serious accidents should be the result.

Notice.

St. George Temple will open for ordinance work on Tuesday, September 4th, 1888.

JOHN D. T. McALLISTER

Eighty-three.

By cable from Liverpool we learn that the company of Saints which left that port today, per S. S. *Wyoming* numbers 83 souls.

Brothers' Fatal Quarrel.

On Saturday evening at Gardenville Douglas County, Henry Elges, a rancher, was stabbed in the back, clear through his lungs, and yesterday afternoon his case was declared hopeless. The cutter is a brother to the wounded man. It appears that the man Elges is very ugly when in his cups and on Saturday night picked a quarrel with his brother, who is a late arrival in the State, abused him and finally grabbed him by the throat, swearing he would choke him, and being a very muscular man, doubtless would have done so, but fortunately for William he had a knife on his person, which, in self-protection, he drew and plunged in Henry's back, penetrating both lungs. Dr. Williams, of Genoa, was sent for and remained with the wounded man, who probably at this writing is numbered among the dead, as when last heard from every time he drew breath blood spouted from the wounds.—*Carson Nevada Tribune, Aug. 30.*