



Oh, the farm was bright Thanksgiving morn,
With its stacks of hay and shocks of corn,
Its pumpkin heaps in the rambling shed,
And its apples brown and green and red,
And in the cellar its winter store
In bins that were filled and running o'er
With all the things that a farm could keep,
In barrel and bin and goodly heap,
Hung to the rafters and hid away—
Oh, the farm was a pleasant place to stay!

AND here and there was the Jersey stock,
The sheep and horses—old Prince and Jock—
The turkeys and geese and awkward calf,
And the goat that made the children laugh,
A pair of mules that a friend had sent
Out to the farm on experiment,
Pigeons and fowls and a guinea pig,
Dogs that were small and dogs that were big,
Chickens that were white and black and gray—
Oh, the farm was a pleasant sight that day!



THE big home barn was a place of joy
For the romping girl and climbing boy,
With beams and mows and ladders to mount,
Horses and oxen and sheep to count,
Hunting of nests of sly old hens,
Tunnelling hay and fashioning dens,
Helping the men to do up the chores,
Shutting the windows and locking the doors,
Letting some work come in with the play—
Oh, the farm was a pleasant place to stay!

OH, the pantry shelves were loaded down
With dainty cakes that were rich and brown,
With apple pies and pumpkin and mince,
And jellies and jams and preserved quince,
Cranberry sauce and puddings and rice,
The dessert dishes that look so nice,
Vegetables, breads and bonbons sweet,
A great brown turkey and plates of meat,
Sauces fixed in the daintiest way—
Oh, 'twas a glorious sight that day!



OUT back of the house the orchard stood,
Then came the brook and the chestnut wood,
The old saw mill where the children play,
The fodder barn with its piles of hay,
The walnut grove and the cranberry bog,
The woodchuck hole and the barking dog,
The wintergreen and the robber's cave,
(Wherein who entered was counted brave),
The skating pond with its fringe of bay—
Oh, the farm was a jolly place to stay!

UTAH GIANTS ON THE GRIDIRON

Mighty Struggle This Afternoon Between Aggies and Varsity Crews.

GOOD FIELD AND WEATHER.

Loganites Here With Friends to Lower Colors of Maddock's Men if Possible.

COMPARISON BETWEEN CLASHING ELEPHANTS

Shows Weight Advantage in Favor of the Northmen.

Salt Lake has long been accustomed to her Thanksgiving turkey with a football flavor. For the first time in years Thanksgiving comes as an ideal football day, and the whistle blows at 3 o'clock for the kickoff, with just the right quality of crisp air, frozen ground below, and a clear sky overhead.

So far the sun has not been able to go down on Utah victories, for the final hurrah was shouted to leaden skies, or into banks of drifting snow. The field has been sloppy and wet, and Maddock's fighting machine has been able to form with only a promise of its power on a dry field.

Today the field is dry. An inspection of it at 2 o'clock by the "News" shows that the morning's wind has been just cold enough to prevent an extensive thaw of the night's freezing. It is hard beneath a slight thawed surface. The condition is just what would be desired for the fastest kind of work, and there are no jagged chunks of ice to cut falling players and help swell the hospital list.

LOGAN IN GOOD SHAPE.

Logan comes to play the game in the finer fettle of the two teams. Utah looks to Logan like Boulder looked to Utah, before the final test of strength—a big foe, worthy of the best mettle in the team. Logan looks to Utah like Utah looked to Boulder a few years ago—a poor rival, hardly worth the battle, and to be beaten so easily as to occasion slight cause for a hurrah. The easiest team in the world to beat is one that has just won a big victory. Witness the defeat of the world's champions at baseball, the very week after the series this year. The university has prepared for this game without superlative interest, while Logan has made it the fight of the season. There are no Utah rooters parading the street today. There is no band out to cheer the men, and there were only slight demonstrations before the game. The Utah students are not going to see a football battle. They are going to see their team win again in a struggle

that isn't a struggle from their view point, and will simply be a gathering in the city.

With Logan, however, there was determination written on the features of every player as the men talked over things this morning at the Kenyon.

PREPARED TO FIGHT.

Coach Campbell spent the morning keeping his men quiet and resting up for the game. When asked for an expression of opinion on the outcome, he said: "You can say for me that we are here to play a hard game, and to fight every inch of the way to the goal, whether it is our own on the defensive or our opponents when we have the ball. With one exception the men are in good shape, and have worked hard for the game."

Capt. Nelson, the biggest man who ever put on a football uniform in Utah, had to be looked up while the reporter asked for his version of the game.

"You see," he said, looking down from an expansive front of blue sweater with a white "A" on it, "we have a few new men with us this year, and Dez Bennion goes into his first lineup as a varsity man. Light, little Anderson is at one end, with Bennion at the other, and Pitt at quarter, to share the place with Sutherland as the game progresses. Brown is back in the game at half back, and this may keep McKenna out. The Utah back field trio is therefore complete."

ADVANTAGE TO AGGIES.

For the Aggies there is a terrific advantage in Nelson. Coach Maddock is an advocate of consolidation, for he says that with Frew and Nelson, and a few more of the best Aggie men added to his lineup, there would be only one team in the west, and Utah's supremacy would be a long time being questioned. Nelson plays against Bryant, or possibly Snow, both new men and light. Under the old rules Logan would almost have a certainty of keeping the ball, by driving Nelson through tackle, with a speedy back like Frew coming in from behind with the oval. The new rules help Utah, and her speedy back field may be the deciding quality of excellence that decides the day. Both teams play the rapid fire style this year, Logan having taken her lessons in this regard from past defeat. The Logan team arrived last night, and the train of rooters this afternoon, accompanied by a band.

THE LINE UP.

Utah.	Position.	Aggies.
Anderson	L. E.	Holden
Ray	L. T.	Nelson
Barton, Sutton	L. G.	McGowan
Varley	C.	Wanggaard
Palm, Olsen	R. G.	Hansen
Byrant, Snow	R. T.	Jamieson
D. Bennion	R. E.	Evans
Pitt, Sutherland	Q. B.	Peterson
		Scranton

GROCERY STORE ROBBED.

Burglar Secured Nearly \$200 From Provo Last Night.

(Special to the "News.")

Provo, Nov. 29.—The grocery store owned and operated by Wilford Perry on Center street in this city, was entered by a burglar last night. Entrance was gained by means of a skeleton key. The robber forced open the cash register and secured therefrom nearly \$200. The matter was reported to the sheriff, who is investigating.

BURGLARS IN JAIL.

Two Men Caught in the Act of Burglarizing Store at Murray.

James Gibson and James Porter, alias George Kelly, were safely lodged in the county jail today by Deputy Sheriff Joe Sharp upon the charge of burglary in the first degree. The men will take Thanksgiving dinner with Sheriff Emery and will probably spend their next state prison term in the same place. They were caught in the act of burglarizing the butcher shop of Frank Hoffman at Murray at about 1 o'clock this morning by Nightwatchman Whittle and will have to answer to the charge of burglary in the first degree.

The men broke a window in the front of the butcher shop and Gibson entered the place while Porter stood watch on the outside. While Porter was watching the place Nightwatchman Whittle came upon him and invited him to take a walk. Porter hesitated and seemed rather nervous. Suddenly the proprietor of the place came running out and inquired for the nightwatchman and said that his shop was being burglarized. Whittle then turned Porter over to Hoffman and went around to the back of the shop, where he caught Gibson coming out of the place with two turkeys under his arm. The watchman grabbed the burglar and held him and the two were lodged in the Murray jail today, where they will have to keep, besides the two turkeys the men rifled the cash register and secured about \$3 in cash.

CATHOLIC CATHEDRAL AT RICHMOND, VA., DEDICATED.

Richmond, Va., Nov. 29.—With dedicatory ceremonies in the city of the most distinguished Catholic prelates in this country, the cathedral of the Sacred Heart, the gift of Mr. and Mrs. Thomas F. Ryan, today took its place as one of the great institutions of its kind in the United States. The ceremony, beginning with the consecration at 6 o'clock this morning, and followed by a pontifical high mass, attracted a large crowd to Richmond. Mr. and Mrs. Ryan came from New York to attend. Not only were Cardinal Gibbons, Apostolic Delegate, Baltimore, and many archbishops and bishops from all parts of the United States conspicuous figures in the services, but state and city officials, including Gov. Swanson and the mayor of Richmond, and a host of prominent laymen, were assigned special seats in the cathedral, admission to which was strictly by invitation.

The church is a magnificent edifice of Italian renaissance architecture, occupying a picturesque and commanding location, embracing an entire block in the heart of the fashionable part of Richmond, and facing Monroe park. With its acres of grass and trees, the building are five altars and two chapels.

FIRE IN GALLITZEN, PA.

Johnstown, Pa., Nov. 29.—A furious fire is reported raging at Gallitzen, on the summit of the Allegheny mountains. It is said two-thirds of the town has already been destroyed or is menaced. Gallitzen has a population of 2,000.

SHEPHERD FROZEN TO DEATH.

El Paso, Tex., Nov. 29.—A special to the Herald from El Paso says that a shepherd, belonging to A. J. Crawford, perished in a canyon near there during the recent snowstorm and a Mexican herder was frozen to death.

An Alamo special says the loss of goats from the severe weather in Otero county was very severe, as the animals had just been sheared. The Prathers lost 2,500 dead out of 2,500.

A telegraph service was interrupted on the Captain branch of the Southwestern railroad for six days and that town was isolated during that period.

MOLINEUX CALLS AT TOMBS.

New York, Nov. 29.—Roland B. Molineux surprised the officers at the Tombs by dropping in yesterday for a visit. He had not been there in more than 10 years, and it was his second visit to the prison after being acquitted for the murder of Mrs. Adams. Molineux, the prison chaplain, said, "a great friend of mine."

MAYOR SCHMITZ ASKS NO QUARTER

And He Warns the San Francisco Papers That He Will Give None.

IS GIVEN A GREAT WELCOME.

Declares Attack is Not on Him But on the Union Labor Party Administration.

Was Arrested When He Crossed the California Line—Felt It Keenly—Wife Wept.

San Francisco, Nov. 29.—Mayor Eugene E. Schmitz, who cut short his European trip to hasten home to face the charge of extortion and graft in office upon which he was indicted by the grand jury during his absence, was warmly welcomed upon his arrival at midnight tonight.

From 7 o'clock in the evening until after midnight, 4,000 people, among them many women, crowded the Dreamland pavilion to its fullest capacity and hour after hour waited with remarkable patience for the mayor's arrival. Outside, over a thousand people who could not gain entrance to the pavilion, stood for several hours in the street to get a glimpse of the indicted mayor, who was returning to his city under arrest and, formally at least, in the custody of a deputy sheriff who served a warrant on him when he reached San Francisco today.

At the ferry about 800 persons headed by a reception committee, gathered early in the evening to welcome the returning mayor, but as hour after hour passed and the mayor's train was announced as being later and later, the chill wind drove most of the crowd home, until it had dwindled to the reception committee and about 200 persons. When the mayor arrived he was quickly driven to the pavilion at Post and Steiner streets.

The arrangement for the mayor's reception was in the hands of a committee of 100 vice presidents, merchants, business men and prominent union labor leaders of which Fred L. Mathews was the chairman. A part of the committee, headed by Edward Moran and E. H. McCarthy, president of the Builders' Trades council, received the mayor at the ferry. At the pavilion which was quickly filled when the doors were thrown open, singers were impressed from a nearby theater. Speeches were made by the Rev. Peter C. Yorke, Hon. Samuel H. Shortridge and others, interspersed by music by a band to entertain and hold the crowd.

The Rev. Father Yorke, in a speech occupying over an hour, made no defense for Schmitz, but confined himself to denouncing Rudolph Spreckels, the press of San Francisco, the grand jury and their attack on the mayor during his absence. He made an impassioned plea for fair play and attributed the attack on Mayor Schmitz's administration to a carefully planned move to disrupt and crush the labor organizations of this city.

The mayor arrived at the pavilion at 12:25. The police fought a passage-way through the crowd in the entrance, and as he entered the place, the entire house rose to their feet and cheered for four minutes. Hundreds rushed to shake his hand and it was some time before silence could be secured for him to speak. His wife sat on the platform by his side, both very visibly influenced by the enthusiastic reception given him. In a voice choked with emotion, Mayor Schmitz spoke in part as follows:

"I can hardly express in words how grateful I feel in receiving such a reception after being so maligned by the worst set of newspapers that ever cursed a city. It has been said that I fled from my city, but here I am to face my traducers. This attack which was made a few days after I left New York, did not surprise me. I heard of the combination last Friday—the combination between the Bulletin and the Examiner, and that Mr. James had taken a vacation in Washington to come here and get something against the Union Labor administration of this city.

"I am no physical coward nor am I a moral coward. I am here to face my traducers and to face any charges they can bring against me. I come back with no revenge in my heart, but I come back in a fighting attitude and I say to you newspapers, at all cost, I want no quarter and I shall give no quarter.

"Three times I have stood as the standard bearer of the Union Labor

PREST. SAMUEL SPENCER KILLED

Body of Chief of the Southern Railway Was Burned Beyond Recognition.

HIS CAR REDUCED TO ASHES.

Train to Which It Was Attached in Collision Few Miles Below Lynchburg, Va.

Private Secretary, Private Dispatcher and Several Others Dead—Many Passengers Wounded.

Lynchburg, Va., Nov. 29.—President Samuel Spencer, of the Southern Railway, was killed and his body burned beyond recognition at Lynchburg, Va., 11 miles below here at 6:30 o'clock this morning.

Philip Schuyler, of New York, of Mr. Spencer's party, also was killed, as was Mr. Spencer's train dispatcher, D. W. Davis of Alexandria, Va., and Engineer Terry. One man not yet identified was killed.

Eight negroes were injured, one probably fatally.

The accident resulted from a collision between Train No. 37, the Washington and southwestern vestibuled limited, which ran into the rear end of train No. 33, the Jacksonville train.

President Samuel Spencer, of the Southern Railway system, who was en route to the south, was killed this morning in a rear end collision at Lynchburg, 11 miles south of Lynchburg. The private car in which he was riding was struck and split open by the colliding locomotives. It immediately caught fire and the body of Mr. Spencer was burned almost beyond recognition. In the rear of the train, Mr. Spencer's private secretary, Merrill, and his private secretary, D. Davis of Alexandria, Va., were killed, and his private secretary, D. Davis of Alexandria, Va., was killed, and his private secretary, D. Davis of Alexandria, Va., was killed.

He will be brought to this city about noon. Twelve or thirteen passengers, most of them negroes, were wounded, only one of whom is thought to be fatally hurt.

Eight negroes are in the city hospital, having arrived at 11 o'clock.

THE COLLISION.

The collision was between No. 38, the Jacksonville express, and train No. 37, the Washington and southwestern vestibuled limited. The Jacksonville train stopped on the top of a slight grade a mile north of Lynchburg, and before it, it is said, a flagman could not get back to stop the train, the Atlanta train dashed into it.

The heavy engine of the train plowed into the private car of President Spencer, in which he and his guests are supposed to have been sleeping. Immediately the private car caught fire. Every piece of woodwork on the engine was burned and the monster machine stands there torn, twisted and mangled. It was under the locomotive that the burned body of President Spencer was found. It is evident that he did not suffer the tortures of being burned alive when taken from the wreckage. He was taken to the hospital and was conscious until the end. He asked that word be sent to his wife and child. The death of Mr. Spencer was touching. He stated to the rescuer that he knew that he was dying and knew that the end could not be far off. "Place your finger on my forehead," he said. "It feels so cool and good." He pleaded with the rescuer, who was also a passenger on the train, not to leave him, and for 10 minutes the man stayed with him until he had had something to do with.

PLUNDERING CARS.

The cars were ransacked for plunder. The one negro porter go through a heap of things as were of no value to him and appropriated those things that he had. Mr. Curtis declared that he had had something to do with.

NOT A FEW PASSENGERS ENGAGED IN THIS

chaotic business and a large number of valuables and much money which was scattered about the wrecked train was taken.

Mr. Curtis, who was on his way to Memphis, Tenn., on a business mission, was the hero of the hour. It was claimed by some of his fellow passengers that to his work and generalship belongs the credit of the rescue of a dozen persons. Several persons not seriously wounded were taken out from the two cars that were burned and six negro passengers were taken from the combination coach of the forward train. They were badly hurt, most of them having broken arms and one or two with fractured skulls. It is believed all will recover, with the possible exception of an aged woman.

As soon as the news of the wreck was received here doctors were taken to the scene on a special train, and one of the fire engines of the Lynchburg department was loaded on a flat car and hurried to the wreck to extinguish the flames among the wreckage. The engine and firemen could not be spared from the early morning fire on Main street, hence they did not go to Lynchburg until 8:30 o'clock. On account of the train with the injured passengers having the track between Richmond and the scene of the accident, it was after 10 o'clock before the special reached Lynchburg.

CAUSE OF WRECK UNKNOWN.

The cause of the wreck cannot be learned now, but it is said that the operator in charge of the block office at Rangoon, four miles north of the scene, allowed the Atlanta train to enter the block before he had been given a clear track from the next block station at Lynchburg depot, five miles below Lynchburg. Why the operator allowed the train to pass his block is not known, and it is said that the train was running late. On account of the heavy equipment of the rear train it was not making great speed, some of the passengers thinking that the speed could not have been more than 30 or 40 miles an hour. Ten minutes later the speed would have been upwards of 60 miles an hour.

Train No. 33, which was struck, was composed of a mail car, combination baggage car, Pullman parlor car, two Pullman and President Spencer's car. The rear sleeper, to which the private coach was attached, was wrecked, but it was not burned. The regular day coach and the Pullman parlor car were practically uninjured, but the combination coach, second from the engine, was crushed.

It was here that all the negroes among the wounded were hurt. The car with him was riding was struck and split open by the colliding locomotives. It immediately caught fire and the body of Mr. Spencer was burned almost beyond recognition. In the rear of the train, Mr. Spencer's private secretary, Merrill, and his private secretary, D. Davis of Alexandria, Va., were killed, and his private secretary, D. Davis of Alexandria, Va., was killed, and his private secretary, D. Davis of Alexandria, Va., was killed.

An effort was made shortly after noon to learn the names of the operator in charge of the block station at Rangoon, but he had been relieved and no one has been found who knows the name of the man who lives, it is said, in the immediate vicinity of the little block office.

The seriously injured include: Willis J. Winston, New York; leg badly broken. J. W. Spencer, N. C.; badly crushed and both legs broken. Garland Thomas, Greensboro, N. C.; leg broken and badly bruised. P. R. Vauls, Wainsboro, Va. Cora Logan, Shelby, N. C.; both legs broken.

Pollock, New York city, badly scalded, leg broken, both arms broken; hopeless condition.

Sam Cox, Washington, D. C., leg broken.

All of these are negroes.

A RESCUER'S STORY.

Mr. Curtis, the Jamestown, N. Y., man who led the rescue work, in talking to the representative of the Associated Press said:

"It appeared to me that the passengers who were uninjured were dazed and they did not appear to realize that something had been done. I talked to them and they began to work. You never saw men work harder in your life."

In the rear of the Pullman which was smashed, there was a mother with a 6-month-old babe. They were in a drawing room which had been smashed, but strange to say, they were not hurt in the slightest. They were gotten out and taken to safety. I think there were at least five bodies including Mr. Spencer that were cremated. As far as I know, the train attaches did not aid in the first relief because they had gone both ways to protect the two trains from other and more serious trouble."

Mr. Curtis has in his possession a valuable case of jewels which was handed to him by a lady. He does not know to whom it belongs and why it was handed him. It evidently is the property of some one of means as it contains a heavy set diamond ring and other jewels of value. From the reports it appears that the passengers killed outright were seven—six men and a woman—the latter believed to be a negro. Those killed were President Spencer, Dispatcher Davis, Philip Schuyler of New York, Engineer Terry and Frank T. Redwood and Charles D. Fisher of Baltimore.

Since the arrival of the wounded negro passengers in the city, Lucius Allen of Danville died on the operating table at the city hospital. County Coroner J. N. Davis has gone to the wreck for the purpose of holding an inquest.

OFFICIAL REPORT.

Knoxville, Tenn., Nov. 29.—An official report given out by Gen. Supr. Richey of the Southern Railway confirms the report of President Spencer's death in a Southern railway accident this morning. The report says: "President Samuel Spencer, of the Southern Railway, Philip Schuyler of Baltimore, a Southern Railway director, and Operator Davis of Washington, were killed in an accident 11 miles from Lynchburg this morning. Charles B. Fisher and a Mr. Redmond of Baltimore, are missing. Car No. 100, which was President Spencer's private coach, a sleeper on No. 33 and a club car on No. 37 were destroyed. Mr. Merrill, private secretary to President Spencer, was slightly injured. The accident was caused by passenger train No. 33, southbound stopping to repair a wreck. The operator north gave first No. 37 a clear block and it ran into the rear of No. 33."

SPENCER'S CAREER.

New York, Nov. 29.—Samuel Spencer, president of the Southern Railway company, was a resident of Washington, but his business headquarters were in this city. He was one of the most prominent railroad men of the United States and for nearly 20 years had been at the head of one or more great railroad enterprises. At the time of his death, in addition to the Southern, he was president and director in the Alabama, Great Southern railway, the Cincinnati, New Orleans and Pacific railway, the Georgia Southern and Florida railway company, the Northern Pacific company and other corporations. Mr. Spencer was president of the Baltimore & Ohio Railway company in 1887 and 1888, and later was appointed president of the Richmond & Danville Railroad company and for the East Tennessee, Virginia & Georgia Railway company. He was a member of the rapid transit commission of this city from 1894. Mr. Spencer was born in Columbus, Ga., in 1847, and was educated in the University of Georgia and the University of Virginia. In 1872 he married Louisa Vivian Benning at Columbus, Ga.

ITS BEGINNING.

Mr. Spencer's railroad career had a most humble beginning. When he left the university of Virginia in 1869, after taking a course in civil engineering, he entered the employ of the Savannah & Memphis railroad, and was assigned to work as rodman with a surveying crew. In the succeeding three years he worked gradually up to the position of principal assistant manager of the road. In 1872 he became clerk to the superintendent of the New Jersey Southern railway, and a year later became assistant and supervisor of trains for the first division of the Baltimore & Ohio railroad. In 1877 he became superintendent of transportation for the Virginia Midland railroad, and a year later was made superintendent of the Long Island railroad. The end of another year found him assistant to the president of the Baltimore & Ohio. One year later he was acting general manager of the same road, and in the next six years he became successively third vice president, second vice president and first vice president. He was elected president of the entire system in

(Continued on page two.)



LOGAN HUSKIES WHO HOPE TO DEFEAT U. OF U. HEROES.