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SATURDAY, APRIL 23, 1904. SALT LAKE CITY, UTAH.

FIFTY-FOURTH YEAR.

## The Saturday "News" Special Foreign Service.

### RUSSIA HAS MUCH TO CONTEND WITH

Work of Nihilistic Students Con-  
tributes to Disruption of  
The Government.

### SOCIALISTS ALSO ARE ACTIVE.

How Disturbing Elements Carry on  
Their Propaganda—Poles and Finns  
Have a Grievance.

Special Correspondence.

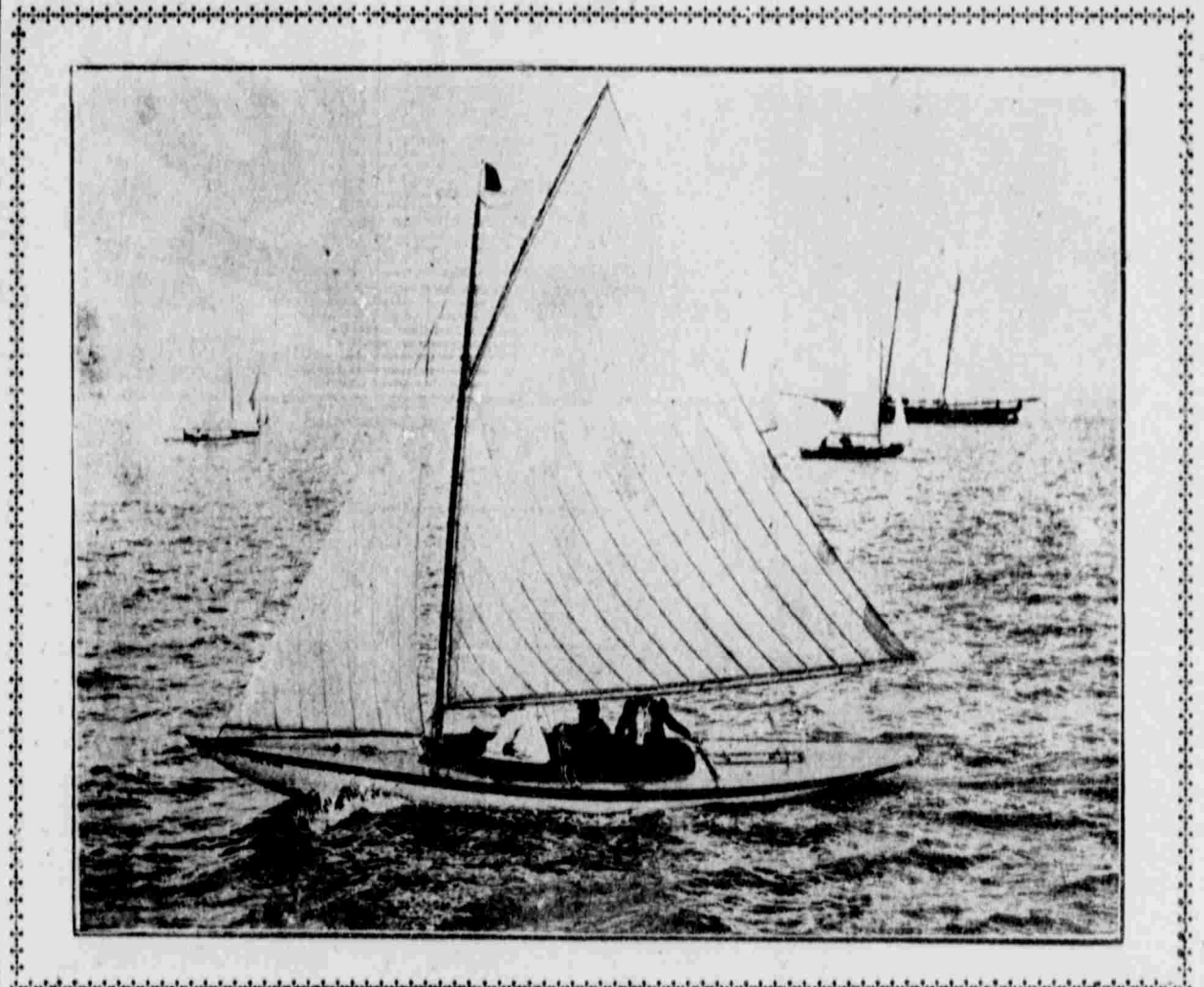
BERLIN, April 12.—It is believed in the best informed circles of the German capital that the Russian government is passing more sleepless nights just now over the possibility of popular risings at home than over any real or alleged reverses which its forces may have suffered in the far east. The Poles of Russia, Germany

it abroad. They are fighting not against a foreign conqueror, but against men of their own race. Loyal to the czar, from whom they believe the real state of the country is concealed by his ministers, they are employing every means of warfare, secret and open, to overthrow the bureaucrats who misgovern the empire. The agitation for which the way was prepared by the preachings of the nihilists of 20 years ago has spread among all classes of the people. Almost every man who learns to read and write becomes a recruit to the revolutionary movement. The greatest foes of the old regime in Russia are the bachelors and the printing press. Repressive measures have only served to stimulate the rebellious spirit.

The government, forced by the need of more intelligent non-commissioned officers, has by providing instructions for its soldiers prepared them to receive and spread the subversive doctrines. The workmen have been imbued with socialistic ideas by foreigners employed in every factory. So widespread and deep seated is the feeling of political and social unrest that revolutionary tracts are sent out from government offices. Officers of the army form revolutionary clubs, and members of the provincial nobility meet at the risk of imprisonment to discuss political reforms. Russia's great literary lights live in exile or in isolation, but their writings cannot be banished. The vast secret organization of the revolutionary party finds means to circulate forbidden literature which defies the vigilance of the police.

### Society Women Who Win at Yacht Racing

Feminine Devotees of the Sport in England Steer Their Own Boats, Receiving No Odds on Account of Their Sex, and Frequently Betting With the Men—Anxious for American Challenge.



MISS SUTTON'S "WEE-WIN" WINNING.  
This was the first boat built by Herreshoff, the great American yacht designer, to race in British waters, and with her fair owner at the helm, she long beat everything in her class.

Special Correspondence.

LONDON, April 14.—Although American women generally are just as keen devotees of fresh air pastimes as their British sisters, there is one form of outdoor sport, and that is as invigorating and exciting as any, in which the American woman still lags far behind her British rival. That is yacht sailing and more particularly yacht racing.

There are, of course, many American women who can handle a yacht fairly well when put to it. On rare occasions Transatlantic yacht clubs hold "ladies' day" regattas when the members entrust the tillers of the competing boats to their sweethearts, wives and sisters, doing whatever coaching may be necessary themselves. But no American woman has the writer ever heard of, meeting men on equal terms and neither asking nor receiving any odds on account of her sex.

WEATHER AS IT COMES.

There are several women in England who do this and have done it for years, taking the weather as it comes, blow high or blow low, sailing dozens of races in the course of a season, and often winning more of them than any of the men who race against them. Hardly a year has gone by since English women took to yacht racing that one of them has not been able to hold her own against men on equal terms and neither asking nor receiving any odds on account of her sex.

MISS COX AN EXPERT.

It is generally conceded that Miss Cox is the most expert yachtswoman in England, and if any man thinks that he can coax more speed out of a boat than she can, Miss Cox is always more than willing to make a match with him. But so far as another sort of match is concerned she is wedded to the sea and has been ever since she began racing, back in 1887. With her it is an hereditary taste. Her father, Frederick Cox, is commodore of the Royal Southampton Yacht Club, but he long ago admitted that his daughter had found out more about yacht racing than he had ever been able to teach her. Last year in her crack 24-foot liner rater Duet Miss Cox participated in 54 races and came out top of the class with 37 first and eight other prizes to her credit. Prior to that for three years in succession she had carried off premier honors in the same class with her famous little flyer Speedwell.

Fully to appreciate such an achievement it must be borne in mind that Miss Cox's opponents include some of the best amateur yachtsmen in England, and that she is not merely on the yacht, but actually sails it, being always at the tiller. Instead of the competing boats being allowed from two to five minutes in which to cross the line, as is customary in America, the time at which they go over the line within that period being recorded as their starting time, the one gun start is the rule here. By this method the yacht first over the line gets the full credit for the skill, nerve and judgment exercised by her skipper in securing the coveted place. When, as often happens, there are a dozen yachts trying for it, their skipper all keenly alert to obtain the opening advantage, it is a very ticklish game requiring a cool head, mastery skill and prompt decision. At this speed of nautical jockeying Miss Cox has no superior and can shave by another

boat when collision can be escaped only by a hair's breadth. Miss Cox has a fine town residence at No. 3 Grosvenor Crescent, but when the yachting season opens she betakes herself to the Solent, and London knows her no more until the last race has been sailed.

MISS ALLEN NEXT.

Next to Miss Cox, Mrs. H. G. Allen was the most successful yachtswoman last season. In her Solent II, a 20-foot linear rater, she took part in 48 races, crossing the winning line first in 23 of them and capturing 13 other prizes, making 36 in all. In previous years Miss Cox's greatest rival in yachting among her sex has been Mrs. G. A. Schenley, who, by the way, is just as clever with a shotgun or rifle as she is with the tiller. She entered the racing lists in 1899 with the two-and-one-half rater, Thiel. Next year she went into a bigger class, racing the five-rater Valentine. The Valentine did not prove a success, however, and the following year the plucky woman faced the starting line with another yacht, the Windfall—about 30 feet on the water line—and reaped the reward she merited, leading the class at the close of the season with 22 first prizes and 12 others. Since then she has raced with varying success in several yachts. The harder it blows the better she likes it. To see her at the tiller in a thrash to windward in half a gale of wind with lee rail hidden by a smother of foam and the spray dashing mast high is a sight much more calculated to impress the observer with proper ideas concerning the equality of the sexes than any number of speeches by the most voluble of woman agitators.

THRILLING EXPERIENCE.

Mrs. Schenley has met with some thrilling experiences while yacht racing, but they have only increased her ardor for the sport. In one race she was caught in a thunderstorm and her boat was struck by lightning. "There was a flash," she says in a description she has given of the incident, "and a tremendous clap of thunder, all on board feeling the shock. I was nearly stunned and did not know what had happened. At this time the boat was tearing through the water with the sea up to the edge of the well, great hail stones and blinding sheets of spray flying in one's face so that steering at that moment became very dangerous, and if it had not been for the easing of our main sheet no doubt we should have stood some chance of filling our boat. The squall lasted only a few moments. On examination we found that our yard had been splintered and burned by the lightning, but this did not prevent us crossing the line a triumphant winner."

AN INTREPID WIFE.

Mrs. Schenley's husband is a yachtsman and member of the aristocratic Royal Yacht Squadron, but when it comes to yacht racing he prefers to play the role of a spectator from the deck of his comfortable steam yacht while his intrepid wife struggles for victory. When there are no more prizes to be won on the Solent, Mr. and Mrs. Schenley betake themselves to Albania in the steam yacht and hunt deer and chamois in the mountains. Mrs. Schenley's two sisters, the Misses Hughes, though they do not own racing yachts now, are also most equally expert sailors and are in great demand as amateur skippers. "How much better than a London 'Livingroom's' close atmosphere," writes Miss Barbara Hughes, "is the fresh sea air, and the delightful freedom of bounding over the waves in a well-equipped craft, with the additional pinch of excitement afforded by racing."

MARINE PAINTER'S PARTNER.

Mrs. L. W. Wylie, wife of the distinguished marine painter, has achieved many notable victories in small yachts. When some Australian yachtsmen sent a challenge to the Midway Yacht Club, Mrs. Wylie was selected to steer the British boat, not as a compliment to her sex, but because it was generally conceded that she could do it better than any man in the club. And she justified

the faith in her by winning all of the five races sailed.

THE LUCKY "WEE WIN."

Herreshoff owed his first introduction to British yachtsmen to a woman, Miss Winifred Sutton, daughter of the late Sir Richard Sutton, who made a vain attempt to capture the America's cup with the Genesis. Impressed with the result of that contest with the superior, ity of Yankee designers, Miss Sutton gave Herreshoff an order for a half-rater, which she felicitously named "Wee Win." And win she did from every thing in her class. Miss Sutton always steering the boat herself with one man to attend the sheets. But Miss Sutton some years ago abandoned yacht racing for matrimony.

SAILORS ONLY.

There are many distinguished women in England who sail yachts but do not race them, contenting themselves with the milder form of enjoyment to be got out of cruising. Among them may be mentioned Princess Henry of Battenberg, who is often seen flitting over the Solent in her pretty little craft, the Sheila; Princess Victoria, Princess Charles of Denmark, Lady Althorpe, Lady Ormond and Lady Margaret Ewing. The Countess Lonyay, the Countess of Annesley and the Baroness de Baretto are always present on the Solent during the famous "Coves" "yachting week." The Duchess of Sutherland has sailed many seas in her steam yacht the Catania, Constance, Lady de la Warr, frequently takes long cruises with her daughters and has written charmingly of her travels. The Duchess of Somerset and the Duchess of Leeds are experienced yachtswomen with a taste for deep sea adventures. In her line steam yacht, the Santa Maria, Lady Langstock has visited many foreign parts.

LIKES THE OCEAN WAVE.

Lady Margaret, Crichen-Stuart, daughter of the late Lord Bute, has long been fond of a life on the ocean wave, and being a woman who enjoys having her own way, she came to the conclusion that the only way to get it was to be the horse of the sea. With such authority as would make disobedience to her orders while at sea rank mutiny which the laws of the realm might punish severely. So, being already proficient in seamanship, she studied navigation, passed a board of trade examination, obtained a master mariner's certificate, and is now captain as well as owner of her steam yacht the Hell. Of course when she goes on the cruise she has a competent sailing master and crew on board, but there can be no longer any question of divided authority. On her own yacht, Lady Crichen-Stuart is at all times "she who must be obeyed."

There can be no race for the America's cup this year, but if some American woman would take the initiative and leave a challenge for a series of races in small yachts, it undoubtedly would be promptly accepted by English yachtswomen.

E. LISLE SNELL.

### A GLIMPSE AT HISTORIC MADERIA

Special Correspondence.

LIBRAIRIE, April 6.—The North German Lloyd steamer Grosser Kurfurst, with 814 delegates on board bound for Jerusalem to attend the fourth world's Sunday school convention, which meets in the Holy City on April 18-20, touched briefly at this port for the reception and dispatch of mail, and proceeded on its way through the Mediterranean. All on board were well and happy, enjoying to the fullest extent the delights of the trip and the excellent program of entertainment and instruction provided by the executive committee. During the voyage across the Atlantic there was very little sickness of a serious character, though al-

pearance. On the slopes of these mountains are the homes of the natives, and about them are the gardens, terraced one above another in a most picturesque manner. Tropical fruits and grapes, from which is made the famous Madeira wine, are produced in abundance and form the principal income of the islanders, who are a quiet, industrious people.

The salubrity of the climate, the temperature varying, it is said, between 63 and 75 degrees, has made the island famous as a health resort, where Europeans from the continent come in numbers. A considerable part of the income of the islanders comes from invalids and tourists, who visit here at all times of the year. In addition to Madeira wine, the exports are fruits, cochineal, fine needlework and embroidery.

Before landing in the steam lighters provided for that purpose our ship was boarded by the local health and port officials and the missionaries stationed at Funchal. The latter presented an invitation to the delegates to a meeting of welcome in the Theatre da D. Maria Pia, which had been lent by the local authorities for the occasion. It was a decided change from the winter's cold of New York to the tropical spot in which we landed. The hills were singing, the grass was green, the flowers of all varieties, it seemed, were in blossom on every hand, and the natives lay about in the sun taking their midday siesta. There was some animation shown, however, when we landed, and we were soon surrounded by a crowd of men and boys trying to sell us something or take us somewhere. It was like a bit of London, the quaint city as a background for the picturesque crowd of natives.

We were soon on our way to the pal-

### OPENING OF HER LONDON HOUSE.

Fair Consuelo, Duchess of Marlborough, Means to Dazzle  
Mayfair.

### SOME OF THE REGAL FUNCTIONS

How Lady Curzon, Tired of India, Got  
Her Husband to Come Home—Lady  
Howard and Her Tiara.

Special Correspondence.

LONDON, April 14.—When the Duchess of Marlborough commences to entertain at her new London house in the spring, society will witness functions the brilliance of which is expected to eclipse anything hitherto seen in Mayfair. Several members of the Vanderbilt family are coming to London especially to adorn the



LADY ANNESLEY ENJOYING HER FAVORITE PASTIME.  
The countess is a devotee of yachting and finds it the best preservative of health, high spirits and beauty.

most everybody had a touch of mal de mer.

Our first stop was at Funchal, the picturesque port and only city of note on the mountain on the edge of which the island of Madeira lies. The Duke of Sutherland has sailed many seas in her steam yacht the Catania, Constance, Lady de la Warr, frequently takes long cruises with her daughters and has written charmingly of her travels. The Duchess of Somerset and the Duchess of Leeds are experienced yachtswomen with a taste for deep sea adventures. In her line steam yacht, the Santa Maria, Lady Langstock has visited many foreign parts.

LADY CURZON DID IT.

It is a matter of general talk in society circles that Lady Curzon is solely responsible for the sudden determination of her husband to return to England. Her ladyship was glad to accept the honor of the Indian viceroyalty, but she rebelled against staying in India beyond the three years which the appointment imposed. She found native servants and officials by no means agreeable to her tastes, besides she was losing all the glamour of English society, and she insisted that her husband should be born in England, and she was much annoyed because her husband allowed her to take the journey alone in her condition. His lordship will, on his arrival in England, get his first look at the daughter who has just been added to the Curzon household.

Within a few months Lady Morrell Burrell, who before her marriage was Miss Wilhelmina Williams of Baltimore, who had just been introduced to the club, Castle, her favorite home in Sussex, from which she was driven by fire about two months ago. As the flames left nothing but the outside walls of the old building, it has been necessary to prepare plans for an entirely new structure. Those have just been finished and workmen will begin clearing the ruins at once, preparatory to rebuilding.

In the fire, Lady Burrell lost priceless paintings, valuable furniture and be-

scene and they expect to bring with them several of the leading folk in American society.

The duchess' first effect will be to get together the best in England to meet the Vanderbilts, in whose honor she intends to give some of her most brilliant entertainments during the season. The Prince and Princess of Wales will be asked to grace some of the functions. As the princess and the young duchess are fast friends it is anticipated that there will be no hesitation on the part of the future king and queen to do honor to the occasion.

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and Austria are waiting, it is said, for news of a great Japanese victory in order to take hostile steps, and the Finns also are credited with a well organized conspiracy to take advantage of Russia's preoccupation to strike a blow for the restoration of their ancient liberties. The agitators of Russia proper work while their rulers sleep, and if they let the present opportunity to make trouble pass they will be unworthy of their reputations. St. Petersburg's fear of the irrepres-

sible students, the active spirits of nihilism, is shown by the fact that the czar has but recently been moved by representations from his great and good friend, the czar, to expel a large number of them from the German universities, from which centers they have been spreading their propaganda, and the reichstag has given the Socialists and bitter attacks on Emperor William.

HAVE A GRIEVANCE.

The readiness of the Poles and Finns to revolt is easily understood. They have never been assimilated, though subjected by merciless rigor. The Poles, from being among the freest peoples of Europe, have been ground down by the despot's heel. The Finns' repulse until recently a large measure of liberty through the generosity of Alexander I, whose constitutional guarantee was long respected by his successors, are in worse plight than the Poles. The Russian governors overruled the constitution of Finland without reproof from St. Petersburg. The common people of the French nobility to the common people before the revolution did not exceed the cruelty with which the Russian authorities treat their Finnish subjects. The letter de cachet, which filled the Bastille in Paris, was used against any Finn who dares to mention the Russians' right to de-

make him. Many a Finnish nobleman, merchant or banker has received notice to leave the country at once under penalty of deportation to Siberia when his charge has been filed against him.

THE REVOLUTIONISTS.

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