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SECRET EVENING NEWS.

When you really "get acquainted" with the want ads, you will wonder how you could have neglected them for so long.

TRUTH AND LIBERTY.

12 PAGES—LAST EDITION.

MONDAY, APRIL 24, 1905. SALT LAKE CITY, UTAH.

FIFTY-FIFTH YEAR.

FORTY MILES AN HOUR OVER UTAH

Fierce Winds Cut Salt Lake and Ogden Off from Rest of the World.

WIRES AND POLES GO DOWN.

This City Plunged in Darkness and Street Car Service Stopped in a Twinkling.

LITTLE REAL DAMAGE WAS DONE.

But, for Hours There Was Not a Single Wire Working Between the Capital and the Junction City.

One of the worst windstorms in the history of local meteorology occurred in the northern part of this state last evening, but while it did a good deal of damage, the damage was confined principally to telegraph, telephone and railroad communication, and electrical lighting. The skies clouded up early in the day, and gusts of wind steadily increased in intensity until by evening the skies were completely overcast, and a series of gales started in gradually growing stronger and stronger. In fact, when the good people of Salt Lake and Ogden woke up this morning, they found their towns practically cut off from the rest of the world, for communication by wire was severed except by the very narrow margin of two or three.

WHEN STORM BROKE.

The storm broke loose in its fury shortly after 9:30 o'clock in the evening, when a succession of furious blasts blew down telegraph, telephone and electric light poles between this city and Ogden, one after another, until the three great systems were prostrate and out of commission. Indeed, when the 7:30 Short Line train came south passengers feared that the train would blow over near Farmington, and old timers remembered the blowing over of a narrow gauge Rio Grande train near Kayaville 17 years ago, in which there were nine fatalities and many injured. The Western Union company has 12 wires along the Short Line right of way and nine on the Rio Grande, all of which went down, and the Postal wires suffered the same fate. However, the Postal was able to use its Park City and Echo wires for eastern communication, and the Rio Grande had communication with Grand Junction, but east of Grand Junction the wires were said to be all down. This Independent Telephone wires went by the board, and but two of the Bell company's wires were left. However, by these last two the railroads were able to make some progress in operating, though the work was very slow. So many poles were blown down between this city and Ogden that it seemed as though they were all down. As the storm extended clear north to Hatcher, there was trouble with the poles up there, and Brigham City and Pocatello were also cut off from communication with the outside. Logan, however, appeared to be in the center of a storm vacuum, for the blasts blew around it and "never touched it." The wires were prostrate, but the storm did not nearly reach the Union Pacific, and even west of Ogden through Nevada the wires were down. In fact the storm seemed general over the entire country west of the 85th meridian to the coast ranges.

CITY IN DARKNESS.

Salt Lake was struck by the full force of the storm at 10 o'clock, and as by that time the Utah Light & Railway company's wires were nearly all down, the city was in comparative darkness, and the street cars took a rest. However, with the exception of the city, the management hurried the Jordan station into commission, and inside of an hour the lights were going and the cars running again. Owing to the lateness of the hour there was not nearly as much inconvenience experienced as there would have been had the trouble occurred two hours earlier when the evening crowds in the city and cars were being carried on. The howling gales swept through the streets, enveloping the city in clouds of dust, rattling windows until citizens feared a cyclone was coming. The velocity of the wind in this city averaged 34 miles an hour, but in gusts it rose to 40 miles. Linemen were hurriedly sent out from this city in any conveyance that could be secured, to repair damages, but owing to the intense darkness—few lights of any character were absent, the linemen had a rather strenuous time of it. The northbound midnight train over the Short Line, was held at Farmington by a freight train feeling its way through the darkness, and at Kayaville by the roof of a freight car that had blown across the track. The train reached Ogden over an hour late.

OGDEN HIT HARD.

Ogden caught its full share of the blasts. A switch engine in the yards got hung up by a pole falling across it with an immense conglomeration of wires and a large number of accounts this morning, it was still in statu quo. Warehouses near the railroads and a number of freight cars had their roofs blown off. The roof of the George A. Love warehouse on Wall avenue landing at some distance on a mass of telegraph and telephone wires. A boy named Greenwell, while riding his wheel along Washington avenue, ducked his head to escape a squall of wind, and immediately ran into a team. His head was badly cut, and after being attended to in a drug store he was sent to his home. There was lightning in the more northern part of the state, which complicated matters electrically. Both the telegraph and telephone people started in to make repairs immediately after trouble but the damage was such that it promised to be well into this afternoon before anything like effective repairs could be made.

REVIEW OF DAMAGE.

Inquiry this noon develops that the damage to the telephone and telegraph facilities, and to the lighting and power plants was not so far reaching as first reported. The poles of the Utah Light & Railway company between the Weber river and Ogden were thrown out of

true to the extent of six inches to six feet, while some were blown completely over, and two were broken off. At Woods Cross, the roof was blown off a box car and the house across the company's high tension wires, and thence over onto the Bell Telephone wires, which were broken. What is known as the B circuit remained in service, but it was not equal to supplying the demand in this city, and the partial cessation of service here lasted until the company could start up the Jordan line. Then the service was restored, and the company was able to furnish some power from Provo, but the power lines from Logan of the Telephone company were cut off through the effects of the storm. Owing to the activity of the Light & Railway management in making up the deficiency, the incandescents in the residence district were only 25 minutes out of service, and on Main street, First South street and in all adjoining district, the service was not out of all. All street railway and all service was again in 38 minutes. The company began sending men out at 7 p. m. Sunday, as it was evident something was likely to happen, and the men were kept going as occasion called.

TELEPHONE TROUBLES.

The trouble with the Bell Telephone company centered between Bountiful and Farmington. The ground had become soft, from the rains, so that the wind blew the poles over against a lot of trees, which crossed the wires and cut off communication from three of the six circuits. The others, however, remained open, and it was through 10 of these that the railway people had to get their business. The Light & Railway company used the only circuit left for commercial business, for three hours, utilizing the Independent company's wire from Ogden to the power house, and the other wires were restored. The Independent Telephone wires were put out of commission one mile north of Woods Cross by the gales blowing over a lot of poplar trees against them. But the lines were restored to working order at 10:55 a. m. today.

TELEGRAPH SERVICE.

The Postal Telegraph company, it transpires, only lost one wire, as the other was in working order, the management states, all through the storm; the lost wire has been found, and all the necessary repairs made. The Postal company does all of its eastern business through the Park City wire, which was not affected. The Western Union company, however, got it hard and plenty. Not only their 21 wires east, north and west from Ogden, and the San Pedro and Boise wires were knocked out of commission. Moreover, the wires near Boise were in trouble, showing that the storm must have swept through there pretty hard. In fact up to 9 a. m. today the Western Union did not have a wire out of the state. But this afternoon the situation is brighter, the linemen are hard at work doing this evening, all of the circuits ought to be in fairly good working order. The local manager says that the storm was the worst in the history of the company in this section of the country.

STORM IN OGDEN.

Blew a Hurricane and Did Considerable Damage.

(Special to the "News.")

Ogden, April 24.—Ogden was visited by the severest windstorm in its history last night. Roofs were blown off, trees uprooted, haystacks overturned and havoc played with things generally. Fortunately, no lives were lost, although there were several narrow escapes from serious injury. The storm began at 8:30 and from then on an early hour this morning the wind was a howling roar, and went to its wailing. The more serious damage, perhaps, was the unroofing of Scovett's warehouse on Wall avenue, which had a roof of corrugated iron. The wind lifted the iron cover and planted it on the railroad track 10 rods distant. This caused a portion of the west wall to give and for a time it looked as though a store building would be demolished. However, such was not the case, although the damage done will amount to nearly \$1,000. Workmen are busily engaged repairing it, but should a storm come before the roof is replaced, the damage would be tenfold what it is at present. The obstruction on the track delayed traffic for some time.

Lewis' shoe store on Washington avenue suffered the loss of a large plate glass window, while a barn belonging to William Hancock on Quincy avenue was blown 30 feet and lodged against the back door of the house. A haystack belonging to William J. Hancock on Jefferson avenue was blown over and scattered for blocks, and in other parts of the city the wind did much damage. In other parts of the city the wind did much damage. In other parts of the city the wind did much damage.

15 INCHES OF SNOW.

Wyoming is Again in the Grasp of a Blizzard.

(Special to the "News.")

Cheyenne, Wyo., April 24.—Another severe snow storm is in progress throughout southern Wyoming, northern Colorado and western Nebraska. It began with rain Saturday evening, and yesterday afternoon turned to snow. More than 15 inches of snow has fallen and more than eight inches now covers the ground, while the precipitation is in excess of three inches. The weather has been cold and cattle and sheep are suffering terribly, if not actually perishing. The snow is not as wet as that of last Thursday and does not stick to the telegraph, telephone and other wires. Great difficulty has been experienced in transferring passengers, mail and baggage at the scene of the Edison tunnel cave in, the three mile trip in wagons and drays over the hill in a blinding snowstorm being especially severe. A track around the tunnel will be completed at 3 o'clock tonight, when traffic will be resumed.

THE BATTLE LINEUP OF JAPANESE AND RUSSIAN FLEETS.

JAPANESE.	RUSSIAN.
BATTLESHIPS.	BATTLESHIPS.
MIKASA—Flagship, 15,200 tons; four 12-inch guns, 14 6-inch guns; 935 officers and men.	KNIAZ SUVAROFF—Flagship, 13,516 tons, four 12-inch guns, 12 6-inch guns, 740 officers and men.
ASAHI—New, 15,200 tons; four 12-inch guns, 14 6-inch guns; 750 officers and men.	ALEXANDER III—New, 13,600 tons, four 12-inch guns, 12 6-inch guns, 740 officers and men.
SHIKISHIMA—New, 13,850 tons, four 12-inch guns, 14 6-inch guns, 741 officers and men.	BORODINO—New, 12,900 tons, four 12-inch guns, 12 6-inch guns, 740 officers and men.
FUJI—New, 12,320 tons; four 12-inch guns, 10 6-inch guns; 690 officers and men.	OREL—New, 13,900 tons, four 12-inch guns, 12 6-inch guns; 740 officers and men.
ARMORED CRUISERS.	ARMORED CRUISERS.
ADSUMA—New, 5,438 tons, four 8-inch guns, 12 6-inch guns; 452 officers and men.	OSLABIA—Old, 12,274 tons, four 10-inch guns, 11 6-inch guns, 16 3-inch guns; 733 officers and men.
YAKUMO—New, 5,850 tons, four 8-inch guns, 12 6-inch guns; 600 officers and men.	SISSOTI VELIKI—Old, launched in 1894, 8,800 tons, four 12-inch guns, six 6-inch guns, 590 officers and men.
JWATE—New, 5,750 tons, four 8-inch guns, 12 6-inch guns; 672 officers and men.	NAVARIN—Old, launched in 1891, 10,205 tons, four 12-inch guns, eight 6-inch guns; 630 officers and men.
IDSUMO—New, 5,750 tons, four 8-inch guns, 12 6-inch guns; 672 officers and men.	CRUISERS.
TAKIWA—New, 5,750 tons, four 8-inch guns, 12 6-inch guns; 600 officers and men.	AURORA—New, 6,630 tons, eight 6-inch guns, 20 3-inch guns; 425 officers and men.
ASAMA—New, 5,750 tons, four 8-inch guns; 12 6-inch guns; 452 officers and men.	ADMIRAL NAKHIMOFF—Old, but rebuilt, two 8-inch guns, 14 6-inch guns; 425 officers and men.
PROTECTED CRUISERS.	DMITRI DONSKOI—Old and rebuilt, 5,832 tons, two 8-inch guns, 14 6-inch guns, 418 officers and men.
KASAGI—5,416 tons, two 8-inch guns, 10 4.7-inch guns; 405 officers and men.	JEMTCHUG—New, 3,460 tons, six 4.7-inch guns, eight 1.8-inch guns, 340 officers and men.
CHITOSE—4,700 tons, two 5-inch guns, 10 4.7-inch guns; 405 officers and men.	SVETLANA—Old, 2,525 tons, six 5.9-inch guns, 19 1.8-inch guns; 260 officers and men.
ITSUKUSHIMA—4,277 tons, one 12.5-inch gun, 11 4.7-inch guns; 350 officers and men.	ALMAZ—New, 2,385 tons, six 4.7-inch guns, eight 1.8-inch guns; 340 officers and men.
HASHIDATE—4,277 tons, one 12.5-inch gun, 11 4.7-inch guns; 350 officers and men.	
NATSUMI—4,277 tons, one 12.5-inch gun, 11 4.7-inch guns; 350 officers and men.	
TAKASAGO—4,160 tons, two 3-inch guns, 10 4.7-inch guns; 355 officers and men.	
NANIWA—Old, 3,850 tons, two 10-inch guns, six 5.9-inch guns; 350 officers and men.	
TAKASHIRO—Old, 2,700 tons, two 10.2-inch guns, six 5.9-inch guns; 355 officers and men.	

DEFAULTER FOR MILLION AND HALF

Is Frank G. Bigelow, President of the First National Bank of Milwaukee.

HAS NOT YET BEEN ARRESTED

Directors Have Deposited a Sum Sufficient to Make the Institution Perfectly Solid.

Milwaukee, Wis., April 24.—Frank G. Bigelow, president of the First National bank of this city and former president of the American Bankers' association, has defaulted the bank's funds to the extent of \$1,500,000. The directors of the bank have deposited in the bank a sum sufficient to make the institution perfectly solid. Mr. Bigelow has not yet been arrested.

The capital of the First National bank is \$1,500,000, and the surplus is \$1,200,000. Mr. Bigelow has signed over to the bank a sum amounting to \$300,000, making his net defaultation about \$1,200,000. Aside from the surplus, which will meet the amount of the defaultation, the bank has been subscribed by directors to meet any demands which may be made on the bank. The aggregate wealth of the directors who subscribed funds to meet any requirements of the bank approximate over \$2,000,000.

The controller of the currency has been notified and has been asked to make an immediate examination of the bank. Mr. Bigelow's defaultation became known to the directors of the bank on Saturday night. He admitted today that the amount had been lost in speculation and that he had falsified the books to cover up the defaultation.

Henry E. Goll, assistant cashier of the bank, has been removed, charged with having been a party to the falsification of the figures in the bank's books. The announcement of the defaultation was made by George P. Miller, one of the directors of the bank. A notice has been issued by the directors announcing that a sum has been subscribed sufficient to protect the depositors. Charles F. Pfister headed the list of directors who subscribed large amounts to meet the deficit. Mr. Pfister's subscription is \$600,000.

The statement issued by the directors is as follows: For value received, we, the undersigned, severally agree to advance and pay to the First National bank of Milwaukee, Wis., the sum of \$1,500,000, or such lesser sum as may be required, for the purpose of making good the defaultation of Frank G. Bigelow, president of said bank, and for the payment on demand of all deposits now in said bank, or which within 30 days from this date may be placed therein, our claims hereunder for reimbursement shall be subordinate and postponed to the claims of all depositors and other creditors.

Charles F. Pfister \$600,000
Fred Vogel, Jr. 300,000
John I. Beggs 200,000
B. Mariner 100,000
Fred F. Goll 50,000
George P. Miller 50,000
J. H. Van Dyke Jr. 50,000
J. K. Kipp 50,000
Albert O. Vogel 25,000
August H. Vogel 10,000
William Bigelow 10,000
Total \$1,635,000

Dated, Milwaukee, Wis., April 24, 1905.

Mr. Bigelow was in his office at the bank as usual up to noon looking over books and papers. His manner was greatly agitated. Arrangements are being made for the arrest of Mr. Bigelow and probably Mr. Goll this afternoon.

Mr. Bigelow has long occupied a prominent place in the financial transactions of Milwaukee, only last year he was president of the American Bankers' association. He is also prominent in Milwaukee's social set. The defaultation was known to only a few and while the news is likely to create consternation among the depositors, ample provision has been made to more than meet any emergency.

SON DISSOLVES PARTNERSHIP.

Chicago, April 24.—The Chicago brokerage firm of Trust & Co., of which Gordon Bigelow, son of the president of the First National bank of Milwaukee, was a member, dissolved partnership today.

RUMORS OF PEACE NEGOTIATIONS.

Circulating in High Quarters and United States Mentioned as Intermediary.

WAIT ON PRESIDENT'S RETURN.

A Significant Inquiry Indicates As Much—Some Hold Now is Favorable Time to Strike.

St. Petersburg, April 24, 5:55 p. m.—Mysterious rumors that another attempt at peace negotiations is impending are circulating in high quarters and the United States is directly mentioned as the intermediary. The Associated Press has not been able to obtain any confirmation of the reports. No intimation of such a move has reached the American embassy, but at the foreign office this afternoon an official inquired, perhaps significantly, when President Roosevelt would return to Washington. As previously stated in these dispatches a considerable party in the government holds strongly to the opinion that now that Admiral Rojestvensky is ready to strike, before the issue is put to the test, would be the most opportune time for opening negotiations.

MAY WHEAT GOES A GLIMMERING.

Some of the Utah Trades Showed A Fall of Four Cents a Bushel Since Saturday.

WAS SOME TENDENCY TO RALLY.

If Sales Were for Gates They Were Disguised—Appeared to be General Bearish Attack.

Chicago, April 24.—A double back chessman was performed in May wheat today. Instead of settling into a remittance, the option promptly started this morning with a repetition of last week's sensational acrobatics. Some of the first trades showed a fall of 4 cents a bushel, the price opening at 96 to 98 as against \$1 at the close on Saturday.

After the initial plunge the price for May showed a tendency to rally, retreating temporarily to 94. If the selling was from representatives of J. W. Gates it was well disguised, the market presenting the appearance of a general bearish attack rather than an attempt at further liquidation of holdings acquired during the recovery to 97. Fresh selling, however, from outside sources soon pounded the market down below where it was before. It was not long before the current figures for May were 92 1/2, a net loss of 5 1/2 cents a bushel compared with Saturday's close. At 92 1/2 the market had a fall of nearly 30 cents from the point at which the Gates' crowd were supposed to be in full control of the deal some weeks ago. Before mid-day another cent was clipped from the price of May wheat, sales being made at 92 cents a bushel. On the slump Armour & Co. was reported to have bought in as much as 1,000,000 bushels of the May option.

Earthquake in Ecuador.

Guayaquil, Ecuador, April 24.—A long and heavy earthquake shock was experienced here last night.

RAILROAD RATE QUESTION HEARING

Walker D. Hines Gives Senate Committee His Views on The Matter.

REMEDIES PROVIDED AMPLE.

Interstate Commerce Act as Amended Prevents Every Unjust Discriminatory Rate.

Washington, April 24.—The senate committee on interstate commerce today resumed the hearing of the railroad rate question. Walker D. Hines, formerly of the Louisville & Nashville Railroad company, appeared before the committee.

Mr. Walker D. Hines, formerly of the Louisville & Nashville railroad, said in part: The interstate commerce act as at present amended prohibits every unreasonable and every unjust discriminatory rate. The interstate commerce commission may itself originate complaints concerning any supposed violation of the law.

If it finds any rate to be unreasonable or unjustly discriminatory the carrier must be ordered to cease and to refrain from continuing to charge that rate. If the carrier does not comply with such order the commission or any person interested may bring suit and it becomes the duty of the circuit court to afford a speedy hearing and to make and enforce a decree compelling obedience to the commission's order if that order be found to be lawful.

COMMISSION'S FINDINGS.

On any such hearing the commission's findings are prima facie evidence as to every act found so that the presumption is always in favor of the commission's orders.

An appeal lies to the supreme court from the decree of a circuit court in any such case, but this appeal is the general impression, this appeal cannot suspend or postpone the taking effect of the decree of the circuit court. If the circuit court decree obedience to the commission's order the carrier must at once obey it, notwithstanding any appeal unless the circuit court itself is of opinion that justice demands that it should suspend the operation of its decree pending the appeal and so orders, and if it so orders it can impose such terms as it seems fit upon the carrier as to giving bond or otherwise.

THE ELKINS ACT.

A distinct and very important procedure is provided by the Elkins act, whereby as to any unjust discriminatory rates the commission in the first instance and without any formal hearing or order may bring suit in the circuit court to enjoin a continuance of the discrimination. This avoids all the delay incident to a formal hearing before the commission. Although the applicability of this procedure is unjust discrimination in tariff rates even between different localities was more than two years ago expressly declared by the supreme court to exist under the Elkins act, and although it is evidently a convenient and speedy way of preventing unjust discriminations, it has never been resorted to in a single instance.

REMEDY FOR DISCRIMINATION.

Thus there is in the present law definite provision for the correction by the courts of every unreasonable or unjust discriminatory rate, with ample provision for the speedy disposition of all such cases and with special provision to prevent any delay on account of appeals by the carrier. Therefore, the widely prevailing impression that under the present law carriers may at their pleasure and without constraint charge unequal rates is thoroughly erroneous. On the other hand, every rate charged by a carrier is subject to the direct and effective control of the courts of the United States to prevent such rate from violating the interstate commerce law in any respect. It is the courts and not, as frequently claimed, the carriers who are the judges of what is reasonable and just under the law.

THE PREVENTIVE METHOD.

This preventive method of dealing

with unlawful rates was deliberately adopted by Congress, but has never been found insufficient in a single case, and it is therefore an unwarranted attack upon the law to assume without any facts to support the argument that this remedy is worthless, especially when the nature of the remedy and the experience under it go to show that it is substantial and effective.

A WRONG GENERAL IMPRESSION.

Notwithstanding the interstate commerce act provides a definite and practical method of correcting all unlawful rates, there is undoubtedly a somewhat general impression that the act is absolutely worthless, and it is necessary to a complete understanding of the situation to find the source of this opinion. This opinion is undoubtedly due to repeated public declarations by irresponsible persons that the commission is a mere paper tiger, and that the commission's adoption of illegal methods or to the commission's mistaken condemnation of practices not prohibited by law. An additional remedy of considerable importance which is excluded from time to time and which doubtless could be exercised much more freely if its use were encouraged is that whereby the commission may itself originate complaints concerning any supposed violation of the law.

Resolution Returned Unopened.

St. Petersburg, April 24.—The resolution adopted by the Congress of the representatives of the higher schools were sent in a registered letter to the committee of ministers, and have been returned unopened.

St. Petersburg Printers Strike.

St. Petersburg, April 24.—The printers suddenly struck yesterday, announcing their intention of refusing to work Sundays and holidays. Only the Russ and Novoe Vremya managed to appear this morning.

No News from President.

Glenwood Springs, Colo., April 24.—No word has been received from President Roosevelt's new camp which was established on the West Divide on Saturday. A courier is expected to arrive tonight or tomorrow morning.

Japanese Cherry Garden Party.

Tokio, April 24.—The annual cherry garden party was held in Hama park today. The emperor was slightly indisposed and was not present. The empress assisted by the imperial children and princesses was the hostess of 1,200 guests, including many foreigners.

DESTROYERS OF PRIVATE PROPERTY TO BE HUNTED DOWN

St. Petersburg, April 24.—With the object of stopping the destruction of private property which has been going on in the rural districts under the influence of the peasant movement, an imperial decree was issued today authorizing the minister of the interior, M. Boulkan, to appoint commissions in the disturbed districts to trace the culprits, assess the losses and collect the amount of damage done from the real members of the village communities implicated, whose whole and personal property is liable to be sold at auction for this purpose. The decree also orders the granting of state loans to land owners not possessing the means of repairing their losses.

MAYOR WRITES VETOES.

Says Council Couldn't Give Ground to Woodmen for Building.

Mayor Morris today filed two vetoes with the city recorder to be submitted to the council tonight. In one he vetoes the action of the council in extending the term of the council of \$1 the city's lot just north of the city and county building to the Woodmen of the World and Women of Woodcraft for a building site, and in the other he vetoes the ordinance of the council for the permanent home of their order for this city. In his veto message on that proposition the mayor refers to the city attorney's opinion, which is attached to his veto, and says in relation to the matter: "I fully realize the good intentions of your honorable body in this matter but quoting the opinion of the city attorney in order to name the site of the permanent home of the order would be a substantial valuable consideration, I can see no alternative other than disapproving your action."

CAN'T CROSS LINE.

The other veto is in regard to the council granting the King Hardware & Stove company permission to extend the front of its store 12 inches beyond the property line. The mayor holds that such action is clearly in conflict with the city ordinances and according to the city attorney is illegal.

CHICAGO BUSINESS MEN.

Commercial Association of Windy City Due to Arrive Here on 29th.

On the morning of the 29th inst. an influential delegation of the Chicago Commercial association will arrive in this city, en route east from a northern and coast trip, made to size up the west by personal inspection. The delegation is composed of the following: Ferdinand P. Armbruster, Frederick Bode, J. E. Debebaugh, John H. Hardin, W. D. Haynes, Frank Hibbard, W. F. Hynes, E. L. Kinlock, James MacFarland, John McCarthy and John G. Miller.

The delegation left Chicago April 13, over the Burlington, and went to Butte, and today are in Seattle. They do not go any further south than Portland, thence turning east again over the O. R. & N., for Pocatello and Salt Lake. They arrive in this city at 2:40 a. m., and leave Salt Lake at 10:30 a. m. over the Union Pacific. The visitors will be entertained by the Commercial club while in Salt Lake.

RUSSIAN SQUADRON STEERING NORTH

Latest News Indicates that the Vessels Were Fifteen Miles Off Coast of Indo-China.

THERE ARE FIFTY-TWO SHIPS.

All Left Kamranh Bay at Noon Last Saturday, Putting Out To Sea.

A FEW REMAINED IN THE OFFING.

Fishermen and Others Declare That They Heard Heavy Firing Off the Bay During the Evening.

Saigon, April 24.—According to the last news received here, the Russian squadron was 15 miles from the coast. The vessels were steering northward.

HEAVY FIRING HEARD.

Kamranh Bay, Indo-China, via Saigon, April 24, 11:30 a. m.—The Russian squadron, consisting of 52 ships, including transports, left Kamranh bay at noon April 22, and the main portion soon disappeared in a northerly direction. Sixteen vessels, the Russian hospital ship Orel, four German transports, seven Danish transports and three Russian transports remained in the offing.

Fishermen and others assert that they heard heavy cannonading off Kamranh bay during the evening of April 22.

ADMIRALTY IS SKEPTICAL.

St. Petersburg, April 24, 11 a. m.—The admiralty is disposed to accept with reservation all foreign telegrams announcing the whereabouts of Vice Admiral Kamimura and the Japanese ships, believing that many of them are purposely sent out for strategical deception.

The Novoe Vremya this morning prints a rumor that the opposing squadrons were already engaged Saturday, but the paper has nothing to support the report and no credence is placed in it.

JAPAN KEEN FOR NEWS.

Tokio, April 24.—Information is keenly awaited regarding the movements of Admiral Rojestvensky's squadron. It is generally believed that the Russian warships will either continue north from Kamranh bay until they reach Chinese waters outside the territorial limit or enter the Pacific ocean.

ROJESTVENSKY IS ILL.

Kamranh Bay, via Saigon, April 24.—Those who saw Admiral Rojestvensky prior to his departure say he is suffering from dysentery accompanied by severe pains. All the officers and crews of the Russian ships appeared to be full of confidence. It is believed here that if Admiral Rojestvensky's intention to do everything possible to have Admiral Nebogatoff join him before undertaking a decisive battle. A torpedo-boat destroyer is patrolling the coast. The French third class cruiser Des Cartes left here at 2 o'clock Saturday afternoon for a point on the coast where a fisherman reports that he saw 20 warships. The man, however, was unable to give their nationality.

SUPREME COURT ISSUES MANDATE IN BEAVERS CASE

Washington, April 24.—The supreme court of the United States today directed the immediate issuance of the mandate in the case of George W. Beavers, whose removal from New York to Washington for trial on the charge of defrauding the government as chief of the salt and survey department, was ordered by the postoffice department, has been ordered.

In the case of John A. Benson, who is being tried here on the charge of fraudulently appropriating public lands, the mandate was ordered to be stayed for one week. In the latter case notice was given of a motion for a new trial.

JOE JEFFERSON'S BODY.

Will be Placed Temporarily in a Vault in Boston.

Buzzard's Bay, April 24.—It was learned today at "Crow's Nest," the home of Joseph Jefferson, that the body of the aged actor would be brought directly here from Palm Beach. Arrangements have been made to place the casket in a receiving vault at Boston until such a time as members of the family, who are scattered over the country and abroad, can come together. The body then will be brought here and will be buried in the Bayview cemetery.