

tain and was driven by the latter to the Sheets residence on Twelfth East. George A. Sheets resigned because of the pressure brought to bear upon him by members of the city committee of the "American" party,

The "American" members of the city council did not want Sheets to resign and were not parties to the scheme to oust him.

The half-hearted "support" of the "American" party organ and the wishes of its manager and member of the city committee, Frank I. Seifert, figure in the affair.

It is stated by men prominent in "American" party inner circles that Seifert wishes to make other changes and is particularly anxious to get the scalp of Capt, Burbidge,

"Silent" George Raleigh, dubbed during the last campaign as the "middie man," is slated to go.. The reason may be given, "for the good of the service."

Mayor Ezra Thompson has stated that he absolutely would not appoint a successor to Sheets. He did not receive the resignation. That document was handed to the city recorder. Just when a new chief will be appointed is not known at this time. It will probably be several days before

a decision is reached in this matter. If Mayor Thompson remains in the city Capt. Burbidge will be the acting chief. If he leaves the city the council

will name a man as acting mayor and that official will appoint a chief. Tom Pitt is slated for the position but it is doubtful if he will accept. When his name was first suggested it was thought he would take the job but it is known that his family, business associates and friends will use

their influence to keep him out of the place. The second choice is, not councilmen Tom Black, but ex-Gov. George

will increase the cost of the department and will increase the cost of the depart-ment 106 per cent, which, he says, the city cannot afford at this time. Hence he has disapproved of the ordinance and it will no doubt be killed, as there are not the necessary ten votes in favor of it as amended to pass it over his veto.

night.



Mayor Thompson Says City Can-

# not Afford Extra Expense At This Time.

Mayor Thompson today vetoed the garbage ordinance as amended and passed by the city council Monday This is the second time the ordinance has been vetoed and it will probably never be resurrected again. Owing to the fact that the ordinance will require the garbage men to go inside the property line after the garbage the mayor is of the opinion that it will require double the number of teams in the health department and

who refused to shut up have been shot. Yesterday bands of laborers were sent out in the city to wreck street cars. This they did in a number of cases, and later they used the cars as barricades from which to stone the po-lice. During the calling out of the strikers, one factory foreman and two shopkeepers were killed and two labor-ers were mortally wounded. The disorders grew as the day wore on. At 3 o'clock in the afternoon the military forces were mobilized, but there was no engagement with the workmen until 9 o'clock last night. At this hour the opposing forces came together in the center of the town. The fighting was serious and prolonged. The workmen fired several hundred shots from automatic pistols and did not disperse until they had been charged by the cavalry. At least 30 men were killed or wounded. The town was patrolled last night by detachments of Cossacks and dragoons. This morning the troops started the electric cars again, but the passengers on board were attacked by gangs of workmen, and a number of them were wounded. The strikers today began to attempt to force a cessation of work. work

## FIRE IN POOR FARM.

demned by experience? broke step here and in route step pro-

At least one part of the answer to this question is forthcoming: There appears to be a sort of understanding among certain members of the council, the city engineer, other city officials, and a number of "leading citizens" that macadamized roads are to be proved a failure, so that in the future they can be wholly discarded.

Macadamized roads cost from \$3.50 to \$7 per foot, let us say; asphaltum roads say from \$10 to \$15 per foot. The chance for profit (it will not do to say "rake off") is more than twice as great in the case of the more expensive than in that of the cheaper roads. Besides, the owners of automobiles prefer the asphalt, and that ought to settle it. So much for the present. Other reasons may be presented in due time. Mean-while, let us look again at the city pavements. pavements.

### WHAT THE PEOPLE SEE.

WHAT THE PEOPLE SEE. Many readers of the "News" have taken a careful look at the city work of macadamizing along the avenues since the appearance of these articles calling attention to the faulty meth-ods of construction and the unsuitable mature of the materials used in this work. All agree that the construction of the new roads does not follow either of the standard methods—Telford's or Macadam's. The rodas now building are nondescript things that cannot be classified. They do not conform to any-thing in way of authority, and the question is, what are the city road-makers, especially the engineer. try-ing to get at? There must be some-thing at the bottom of this unexampled persistence in wrong-doing. What can persistence in wrong-doing. What can it be? TO DISCREDIT MACADAM?

The most plausible suggestion yet made is that the whole proceeding is an attempt to discredit utterly the brokan attempt to discredit utterly the brok-en-stone pavements for city work here-after, so that, in the future, no more macadamized streets will be laid, but all street paving will be of the con-crete-asphalt variety, such as is now used or being laid on the center streets of the city where the traffic is heav-iest. This suggestion led the reporter to a new line of investigation: Are the broken-stone pavements, either the macadam or the telford variety, really good roads? and should they continue to be laid in Salt Lake City? The answer to these questions, the result of actual investigation, will appear later in this paper. It is emphatically in the affirmative. BROKEN STONE THE BEST.

waiting to carry them to San Francisco where they will embark for the Philip-pines Aug. 5 on the Logan.

ceeded towards the Oregon Short Line

depot, where three long trains were

### STREETS LINED.

STREETS LINED. Long before the tramp, tramp, tramp" of the boys in blue and the rat-tle of the supply wagons could be heard, South Temple street was lined with men and women and children anxious to wave a last farewell to the departing soldiers. The windows of all buildings along the route of march were filled. When the companies, with full equipment and flying colors ap-proached the "News" corner where the walting crowds were thickest mingled cheers and tears were answered by the tipping of caps and waving of hands. Each company had its commanding of-ficers in lead, and "Old Glory" was high in the air, It was an inspiring sight.

#### "GOOD-BYE GOVERNOR."

As the troops were passing the "News" corner ex-Gov. Wells happened to be crossing the street. Maj. Pen-dleton, Capt. Wells and the other of-ficers saluted and Gov. Wells touched his hat in answer. "Good-bye goverdieton, Capt. Wells and the other of-ficers saluted and Gov. Wells touched his hat in answer. "Good-bye gover-nor!" sung out the front men and "Good-bye governor!" past down the line. Gov. Wells was visibly touched by the incident. Waving his hand he isung out cheerly, "Good-bye boys! A pleasant trip and a quick return!" When the last row of men was half way down the block Gov. Wells was still standing in the middle of the street waving his hand and bidding "the boys" a pleasant journey and quick return to Sait Lake. All along the line handkerchiefs and hats were waved and "Good-bye boys! We hate to see you go!" could be heard above the "There'll Come a Time Some Day" of the band." BOARDED CARS.

### BOARDED CARS.

Shortly after 11 o'clock the long march from the fort came to an end and perspiring beneath the weight of blanket rolls and complete equipment army

blanket rolls and complete equipment the men were directed towards the cars they are to occupy on the jour-ney to the coast. Here all was bustle and hustle for a few minutes. As the various companies marched into the yards they swung from line and after stacking guns along

states against the nation. He adds that it is humiliating that the matter has been compromised, and that the . . . Ropes were stretched across the tracks to mark the line of march in the yards. The companies followed each other in such order that they could turn to the right or left as needed, and in this way confusion was eliminated. nation has to some extent surrendered. "The Civil war was the result of such agitation and we may have earlier than we want another civil war," he said. "To avert such a ca-

Union

The kodak fiend was out in force. Soldiers posed kindly for the fair maids. The souvenir fiends seem to be extinct; the soldiers left minus no buttons as a result. lamity and preserve the nation we must conform to the law, obey the law and have the law enforced ac-cording to the framework provided in the Constitution." Ine Constitution." Judge Jenkins points out that the supreme court of the United States is made the final judge between state and nation. Mr. Jenkins believes the executive of the state should keep cool, maintain his dignity and remem-ber we have to depend upon the judi-clary of the country to save the Union

"Gee ain't they lots of 'em" gasped a small boy staring in open-eyed won-der at the troops as they marched across the tracks, "where they going?" "To lick the Japs in San Francisco." nswered a youngster somewhat older.

It will cost the government the neat sum of \$\$1,000 to carry the Twenty-ninth infantry to San Fran-cisco, as passage must be paid for at the regular schedule rate. But the cost over the Pacific ocean will be only the expense of operating the army transport.

#### transport. . . .

It was remarked along the route, "Why, where is Col. Lockwood? To-day closes his connection with the regiment of which he has been the commander since August, 1803, and why doesn't he signalize the occasion by marching at the head of his regi-ment down stroat for the last time?"

The men were in heavy marching order, their equipment and uniforms were clean and well arranged, and they marched in columns of four for the most part, two companies, how-ever, being in column of five. The band played through the central parts of the city, with the snap and precision for which it has been noted, under the direction of Bandmaster Heric, one of the best musicians in the army.

Col. B. C. Lockwood's active in a career ended this morning. He began his life as a soldier in 1861, as private in F. company, Sixth Kentucky volunteers, and was mustered out of the volunteer service as a fleutenant. He was made a second fleutenant of the Thirty-first U. S. infantry in 1867, and remained in active service since that Thirty-first C. S. manter in Fost, and remained in active service since that time. When he retired at the end of his four months' leave of absence, Col. Lockwood will become a brigadier genwith eral retired, under the act of Congress providing for such promotion of retir-ing colonels who served in the Civil

. . . Col. B. C. Lockwood's active military

"Better live under a wrong decision than amidst anarchy that must pre-vall in this country if each state auth-ority is going to disregard the Consti-tution of the United States and assert its own power, right or wrong, in de-

Black His nume comes prominently to the front in the discussion.

A leader in the "American" party said today that the "News" last evening "hit the nail squarely on the head" in discussing present conditions in the "reform" party.

It is the concensus of opinion among politicians of all classes that any attempt to interfere with Capt. Burbidge will meet with failure. It is admitted that efforts to remove him will be prompted by religious considerations.

In the meantime, the "American" party is as "a house divided against itself."

"Captain, I am going to quit and go home. It is now up to you, as I have resigned. Atter I get my things from the office I wish you would drive me home.

home." The words were addressed to Capt. John B. Burbidge by George A. Sheats at 4:45 yesterday afternoon. Within a half an hour Capt. Burbidge was in charge of the department. He will re-main in that position until another chief is appointed. Just as the "News" stated last even-ing Sheats resigned because of the

chief is appointed. Just as the "News" stated last even-ing. Sheets resigned because of the strife existing in the "American" par-ty at the present time. It is known that certain members of the city com-mittee insisted that he be sacrificed. The mayor and several members of the council were opposed to Sheets leaving the department at this time. Others were determined that he should go. The paper that poked fun at the idea of the McWhitter's being robbed of over \$10,000, began to weaken when it can to defending Sheets. Sheets realized this perhaps better than any one eise. He so stated. He admitted that he had had enough of Tom Kearns, his par'y and some of those conhected with it. At a time when he expected help he did not get it. On the other hand he was left to fight his battle as best he could. He emphatically declared that it was not on account of the case pend-Ing against him that he resigned. Sheets and his leading counsel say they have no fear as to the final outcome of that matter. that matter

#### THOMPSON OPPOSED.

The scheme to induce Sheets to re-sign originated several weeks ago when another complaint, charging him with accepting a bribe of \$1,800 was talked about. At that time certain members of the city committee got to work and used all the means in their power to force Sheets to siep out. Mayor Thompson was opposed to the scheme. It is said that Chairman Darmer took the scime position. Sheets has finally the same position. Sheets has finally guit because of the pressure brought to bear upon him and because, as he says, he is tired of politics, especially of the "American" party brand, and wants to be let glone.

#### PIT IS NOT ANXIOUS.

PIT IS NOT ANXIOUS. The question of a successor comes next: "Who will it he?" is asked on every side. The "News" learned offi-cially last evening that Tom Pitt was slated for the position and that he would accept it. This morning the opinion prevails that Pitt would listen to his friends and decline the "honor." It is understood that his fumily and business associates will urge him to keep out of the police department. Mr. Fitt is now in the east with A. J. Davis, president of the city council. Since it

# TO COMPETE WITH SALT LAKE IN SUPPLYING TONOPAH.

San Francisco Aug. 1 .- The Santa Fe in conjunction with the Tonopah & Tidewater railroad is preparing to open up a California business with the Nevada mining country, and to that end is preparing freight rates, which will be greatly to the advantage of California shippers in competition with those sending in supplies from Salt Lake City

and other cities. "The Santa Fe is now figuring on

"The Santa Fe is now figuring on a traffic proposition," announced Edward Chambers, assistant traffic manager of the company, yesterday. "The purpose is to connect San Francisco, Oakland and other shipping points in this part of the state directly by rail with Bull-frog. Rhyolite, Goldfield, Greenwater and other Nevada mining sections. We are preparing rates in conjunction with the Tonopah & Tidewater railroad, with which we connect at Ludlow. As soon as our schedule is perfected, it is to be submitted to the interstate com-merce commission for approval."

ROSTAND SERIOUSLY ILL.

Paris, Aug. 1.-M. Edmond Rostand, the famous dramatist and author of "Cyrano de Bergerac," is reported ser-iously ill. His friends are much alarmed.

### CHIEF COUNSEL FOR THAW.

New York, Aug. 1.-Martin W. Lit-tleton of Brooklyn has been selected by Harry K. Thaw to conduct Thaw's next trial on a charge of killing Stan-ford White.

### **GOVERNMENT LEASES SHIP** FLYING FOREIGN FLAG.

New York, Aug. 1.-Because there is not an available American steamship he management of the Panaman Railway and Steamship company says, the British stemer Dunottar Castle, which carried Lord Roberts, Lord Kitchener and Gen. Redvers Buller to the Transvaal to fight the Boers, has been leased by the

Inited States government, and sails to day for Colon with Seey. James Buckli Bishop, of the Panama canal commis sion, and 160 other passengers aboard. This leasing of a ship flying a foreign flag and manned by a foreign crew hus subjected the government to no little criticism.

Six Employes Caught Under Falling Walls in Pittsburg One.

Pittsburg, Pa., Aug. 1.—Fire at Mar-shalsea, Pittsburg's poor farm, which broke out last night and for several hours threatened destruction to all the

hours threatened destruction to all the buildings upon the grounds, was con-fined to the buildings used as the laun-dry, bakeshop, kitchen and chapel. These structures were nearly destroyed with a loss of \$50,000. Six employes who were fighting the flames were caught under a falling wall. Samuel Means was crushed to death and W. H. Lar-kins was so seriously injured that his recovery is doubtful. Nearly 500 in-mates were housed in the main build-ing which adjoined the haundry, but they were all removed to the outskirts of the grounds without trouble. Today they were returned to their regular were returned to their regular quarters.

### STRANGE ELEVATOR ACCIDENT.

STRANGE ELEVATOR ACCIDENT. Cincinnati, Aug 1.—A peculiar acci-dent on an elevated in the power build-ing at Eighth and Sycamore streets last evening seriously injured eight persons. The car was running by electricity and a broken connection in a switchboard extinguished the lights and took from the operator the power to control the car. As a result the crowd reached the bottom in safety, although in the darkness, and then by the sudden re-newal of power the elevator went to the top of the shaft so rapidly that the balancing weights were thrown off and in falling struck several passengers.

THREE MEN KILLED.

# One Dying as Result of Blowing Up

Of Burlington Locomotive.

Breckenridge, Mo., Aug. 1.—Three men were killed and a fourth is dying as a result of the blowing up of Bur-lington locomotive No. 21, drawing a freight train one and three-fourths miles east of here last night. The dead are: Milburn Hall, head brakeman; Pat-rick Brewer fireman, and a student

Milburn Hall, head brakeman; Pat-rick Brewer, fireman, and a student fireman whose name is not known. The engineer, who is dying, is Samuel Roberts. The explosion was heard three miles away. What is left of the boiler of the engine is in a ditch on one side of the track and the trucks in a field on the other. Four cars were derailed and that nearest the engine was badly smashed.

# WESTERN SHIPPERS.

### May Form Organization to Represent Them Before I. S. Commission.

Chicago, Aug. 1 .-- Western shippers

Chicago, Aug. 1.-Western shippers may form a permanent commission. With this end in view representatives of many important commercial and traffic associations west of the great inkes will meet here tomorrow. It is likely that all the organizations which care to join in the movement will unite in appointing an executive committee, the duty of which will be to stand between the shippers and the in-terstate commerce commission. Those back of the plan explain that whenever traffic questions are consid-ered by the commission the railroads always are well represented. On the other hand, the shippers' side of the case remains unpresented or depends upon the disjointed efforts of some one who may choose to atterna.

BROKEN STONE THE BEST.

Not much investigation was necessa-ry to settle this point. Broken stone pavements are now almost universally preferred in suburban localities where parements are now almost universally preferred in suburban localities where traffic is not excessively heavy. When well laid, they are found to answer every requirement of a paved street. The authorities agree that when the rock is hard, tough, cemented with the mortar formed from its own dust, brok-en into pieces not larger than 2½ inch-es in diameter, and dove-tailed together by heavy rolling after being properly wetted, it makes the most pieasant and desirable of all forms of suburban roads. It is, from the standpoints of cost, sanitation, freedom from noise under traffic, ease for the horses' feet, and coolness in summer time, the best road yet constructed. These are all yery important considerations, and the fact that the macadamized roads best meet these requirements shows that they are better than any other kind wherever the traffic is not so heavy as to make them undesirable from their rapid wearing out in such situations. WHAT ARE OUR ROADS?

### WHAT ARE OUR ROADS?

Nobody can say what our roads are. Nobody can say what our roads are. They are not macadum, for the rocks are of all sizes. Those just raked of the newly finished roads by "the man with the hoe" measure from 4 to 8 inches in the largest diameters, thus being from  $2\frac{1}{2}$  to  $4\frac{1}{2}$  inches larger than the limit of size allowed by Maca-dam's rules, and from  $1\frac{1}{2}$  to  $3\frac{1}{2}$  above the limit of work by modern provides the lifth allowed by modern practise. Neither are they telford roads, for they have no foundation. These large pieces are not assorted and put at the bottom.

are not assorted and put at the bottom, but are mingled irregularly with the small. The writer has not found, more-over, that ordinary macadam or telford construction; while upon our city roads now building on the avenues, a large, not to say a suspicious, quantity of or-dinary gravel pebbles, is found among the material spread over the surface.

SOURCE OF THIS GRAVEL.

The presence of this gravel, not whol-ly free from ordinary soil, perplexed the writer as he saw it lying on the surface of the newly-made road. How came it there? What is it for? Econo-my or improvement? No: nothing of this sort. Simply carelessness. An in-vestigation of the source of supply, the Pascoe quarries, reveals the fact that on top of the rock is a deep layer of gravel and earth—a waste material en-tirely unfit for road construction. But it is all mixed with the broken stone in the crusher, along with a good many smooth. rounded, and waterground rocks that could never bind into a ma-cadam road with the ordinary rock dust for cementation. In fact, nothing short of Portland cement would bind in these smooth and rounded cobblestones. But here they are—earth, gravel, and The presence of this gravel, not whol-But here they are—earth, gravel, and rounded cobblestones—all thrown to-gether to make a sort of filling and cover for a road that is without name or precedent.

## POSTMASTER FOR KIMAMA.

### (Special to the "News")

Washington, D. C., Aug. 1.-Joseph T. Cullen has been appointed postmes-ter at Kimama, Lincoln county, Ida., vice S. D. Perrine resigned.

and the state of the

from line and after stacking guns along side of their respective trains were free to chat and shake hands with the scores of Salt Lakers down to see them off. Before the trains started to move they were called to cars and then spent very last minutes chatting w se on the outside through the the

#### IN THREE TRAINS.

IN THREE TRAINS. Three sections, each à long train it-self, had been provided for the sol-diers; officers and baggage. One sec-tion on the south end of the yards was arranged for the Second battalion, con-sisting of headquarters, band and com-panies E and F. This section consisted of one standard sleeper, four tourist sleepers, two baggage cars and three freight cars. The loading of baggage and frieght was completed by the time the troops arrived at the depot. Companies G and H from Fort Du-chesne were to board this section at Ogden. The officers on this train were Maj. Pendleton, in command; Capt Capter The officers on this train were Maj. Pendleton, in commnad; Capt, Wells and family, Capt. Woodward, Capt. Kinison, Capt. Allen and wife, Lieut. Easton and Dr. Snyder. Mrs. Easton did not leave this morning but will start for the coast Saturday

#### IN SECOND AND THIRD.

IN SECOND AND THIRD. The second section standing to the north of the train mentioned above was filled with the First battalion. This train consisted of one standard Pull-man; five, tourist sleepers; two bug-gage cars and a freight. In these cars were companies A, B, C, and D, and the following officers: Capt. Clement and Lieuts. Galleher, Wagner and Fickle. Capt. Clement was accom-panied by his wife as was Lieut. Wag-ner, and Miss Blorden. The third sec-tion, consisting of one standard Poll-man, six tourist sleepers, two baggage cars and two freight cars; carried the Third battalion, consisting of com-Third battalion, consisting of com-panles I, K, L, and M, and the follow-ing officers: Capi, Madden and Lieuts. Sloan, Burton; Stoll and Mason.

#### CROWDS AT DEPOT.

down to the depot were swelled to a thousand at the depot as several hun-dred soldiers were working since day-light loading the baggage and freight cars and on other detail duties. These thousand men were in their cars and waiting within an hour. There was less confusion than there is during the loading and unleading of ordinary pas-senger trains. The interior of the cars presented a strange appearance as blanket rolls, canteens, guns, swords, and all sorts of apparel and equipment were hung from every hook and peg. Aside from a few men on special detail and the officers the soldiers remained in the cars during the last stages of loading and preparation for the de-parture. A few men with wives and families and sweethcarts and friends down to see them off remained in tearly ful circles until the engineer's warning whistle and conductor's "all aboard" were the signal for the last kiss or handshake; a jump for the platform and a last waye of the hand as the train puffed out of the yards and away from Salt Lake. TWENTY-NINTH POPULAR.

### TWENTY-NINTH POPULAR.

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The Twenty-ninth and its officers have been popular in Salt Lake. Bril-liant social affairs have taken place at the post during their stay here and fashionably gowned women who went down to bid a hearty "Good-bye" to the officers rubbed elbows with plainly dressed girls down to bid a hearty "Good-bye! Be careful of yourself for

war. L. H. SMYTH BETTER.

### But His Deputy is Now Down on the Sick List. .

The condition of United States Deputy Marshal L. H. Smyth is today reported to be much improved. He is resting comfortably at his home, but is expected to be ready to report for duty in a comparatively short time. For a time after he was strickfor duty in a comparison since time. For a time after he was strick-en Tuesday afternoon, grave fears were entertained by his friends coli-cerning him. Neuralgia of the heart is attributed as the cause of the at-

tack. Today Deputy Julian Riley has his Today Deputy Julian Riley has his turn of illness, and is confined to his home. His siege, however, is nothing very serious. In the meantime Mar-shal Spry is alone in the office, but at this season of the year there is usually nothing much doing in that department.

# FREE DANCING IN ORDER.

### Saltair Management Caters to Devotes Of Light Funtastic.

Beginning today, and continuing throughout the month of August, dancing will be free at Saltair. This rule will apply any time during the day, and will doubtless be much ap-preciated by the lowers of stepping the light fantastic. Hitherto, this sea-son, frequenters of the resort were accorded the privileges of the dancing

floor gratis until evening, when an ad-mission fee was required, even to persons who only desired to watch others who participated in the dance. This condition, however, will no longer prevail during the period stated.

# LEIGHTON'S NEW ROLE.

Transforms Thirteenth Ward Schoolhouse Into An Electric Theater,

The opening of Mr. Harry Leighton's moving picture performances occurs Bat-urday evening. He has taken a two years' lease upon the building known as the Thirteenth ward schoolhouse. A new front has been built, projecting out to the street, and the place would scarcely be recognized by a person unaware of the improvements that have

been going on. The old hall has been thoroughly re-modeled and fitted up for a theated. It is noat, clean and attractive and provide with the best of varifiation. The ple-ture parapherialia is of the most up-to-date kind, and is made absolutely fre-proof, it not being possible for more than six inches of films to surn in case of a dre. Continuous performances will be It is that is, during the afternoon and

fiance of the national power, thereby weakening and absolutely disregarding this great government that has cost so many generations so much to make and preserve it."

garded as the supreme law of the land and that is what must govern

clary of the country to save the Union. "Ever since the Civil war," he said, "other states have had similar troubles and did not make fools of themselves or declare war and the questions were decided by the supreme court and no bad results followed. If all state au-thorities are going to usurp functions of the supreme court and judge what federal act shall be nullified, no one can tell where it will end. "Why should state authorities de-dide they shall exercise every power at their command to prevent such con-summation?" This is an unlawful at-tempt to oppose lawful efforts. "This talk about state authorities re-sisting federal power by armed force upsribly in the disruption of the Union." In conclusion, Mr. Jenkins says the supreme court of the United States may err. It may differ with the views of a great majority of the people, but however that may be, the Constitution says its decision is final and must be re-garded as the supreme law of the land and that is what must govern

event since the Civil war that calls for

so severe condemnation as the re-

cent senseless tirade on behalf of

### CARTHUSIAN MONKS.

Lose in Suit to Restrain Use of De-

### scription of "Chartreuse."

London, Aug. 1.—After long litigation the high court of justice has delivered a judgment in the action of the Carth-usian monks to restrain the use of the descriptio "Chartreuse" in the sale of liquors in England by the French gov-ernment, sequestrator of the Carthus-ian property from which the Carthus-ian property from which the Carthus monks were expelled in 1903. Justice Matthew Joyce in delivering the opinion of the court, said that after

Justice Matthew Joyce in delivering the opinion of the court, said that after the expulsion the sequestrator became entitled to the business of LeGrand Chartreuse, and the business now con-ducted by the monks at Tarragona, Spain, was not legally the old Chart-reuse business. The defendant had not made any untrue representations con-cerning the liquors he manufactured and the monks' action was therefore dismissed with costs.

### DEAD IN SWIMMING POOL.

E. R. Watson, President of Northern

National Bank of Philadelphia,

Philadelphia, Aug. 1.-Edmond R. Watson, president of the Northern Na-tional bank and treasurer of the Hen-ry Hess Brewing company of this city, was found dead in the swimming pool of the Columbia club early today, Mr.

of the Columbia chib early today, Mr. Watson's family is away and he had spent nuch of the summer at the club. According to club members, Mr. Wat-son was standing upon the spring-board and was about to dive into the pool when he slipped and fell. His head struck the concrete coping of the pool and he sank to the bottom.

### WATER FREIGHT RATES CUT.

which refer to the state of the Sunday.

The new rate is 2 to 3 conts lower

Sunday. The new rate is 2 to 3 cents lower than the one announced Tuesday. The notice of the new rates was telephoned to Los Angeles by the general freight agent at San Prancisco. When asked if they would meet the new rates, the district freight agent of the independent company stated that they were here to stay and would continue to haul freight. The persent schedule makes it prac-tically impossible for either company to operate at a profit, as the railroads charge 15 cents for hauling the freight to the wharves, leaving the stamship companies 6 cents with which to defray the expension of handling the freight. Both comprise state that they are in the field to stay and will keep up the fight to the end.

#### DRAGO DOCTRINE DEAD.

Rio Janeiro, Aug. 1 .- The Tribune ays that the Drage doctrine is definitely dead and will soon be forgetten,

The number of men who marched down to the depot were swelled to a thousand at the depot as several hun-

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