

CONSPIRACY BY WALKING DELEGATES

Henry Farley Makes a Startling
Confession Concerning Trial
Plots to Secure Money.

WERE PAID NOT TO CALL STRIKES

Told His Story to District Attorney
Jerome—Was One of Perfidy
And Rascality.

New York, Oct. 17.—Henry Farley, a walking delegate, who is awaiting trial on an indictment for perjury, alleged to have been committed in testimony he gave during the trial of Samuel Parks, is announced by the World to have made a startling confession. Numerous cases are enumerated in his statement of walking delegates in this city and surrounding towns having successfully conspired to extort money from contractors and builders to avoid strikes or have them called off. The cases are related in minute detail.

Farley asserts that in one instance \$50,000 was procured from W. E. D. Stokes to stop interference with the building of the Ansonia hotel, at Seventy-third street and Broadway.

The confession was made to Dist. Atty. Jerome in the presence of several assistants. His telling occupied many hours. Farley asserts that the perjury with which he is charged was committed at the instance of a prominent lawyer. It consisted "in his swearing that Parks and he did not meet at any time or day during which the prosecution had asserted that Parks conspired to avoid a strike. Farley admits, it is said, that the money was given in his presence, first in the form of a check which was refused, and later in cash. Farley was indicted after the Parks trial and remained for some weeks in prison while his wife suffered from lack of the necessities of life. He was released on bail after the return of Parks from the Kansas City convention and through an understanding with the district attorney's office his trial on the perjury charge has been postponed until the next term of court. He said his confession was given purely to relieve his conscience, and was only accepted by the district attorney in that spirit and with the distinct understanding that it did not involve immunity.

The district attorney is in possession of the names of the attorneys in the case together with the names of all the walking delegates alleged to be involved and disbarment proceedings are being conducted in connection with the other developments.

BAD STAGE ACCIDENT.

Stage on Grangeville - Meadows,
Idaho, Road Goes Over a Bank.

Boise, Ida., Oct. 16.—News has been received here of a serious stage accident on the road between Grangeville and Meadows. It occurred early this morning about two miles from Goff. There were six passengers and all were injured, two of them fatally. These two had their chests crushed in. One passenger was a woman. She and two of the male passengers escaped with minor injuries.

The names of the passengers have not been secured. It seems the driver was reckless and the passengers were unable to ride further unless he gave up the reins to R. E. Lockwood, editor of the Weiser Signal, who was aboard. This was done, and the understanding in the accident occurred while Mr. Lockwood was driving. The stage went down a 50-foot bank. Mr. Lockwood rode one of the horses to White Bird for a doctor, and the wounded passengers were taken to Goff.

Convicts Held for Murder.

Sacramento, Cal., Oct. 16.—Convicts J. H. Wood and Jos. Murphy, who participated in the break at the Folsom state prison July 27 last, are being held by the state for murder.

Convict Charles Abbott testified that he saw Porter pull convict Davis, one of the escapees, off Guard Chalmers during the melee. The defense offered no testimony and both sides submitted the case without argument.

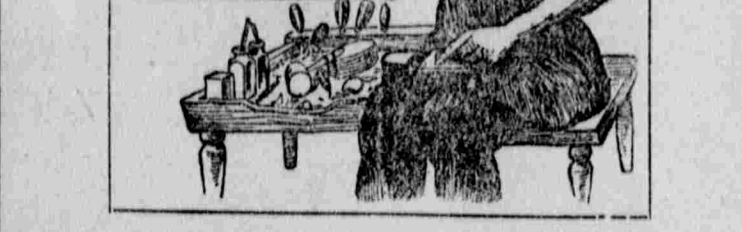
RAILROAD FOR ALASKA.

Will Run from Seward to the
Tanana River, 420 Miles.

Washington, Oct. 16.—J. E. Ballaine, chairman of the finance committee of the Alaskan Central railway, who has been before the department for the last week on work connected with the construction of the road, has been successful in his efforts. The projected road will extend from Seward, on the southern coast of Alaska, north to the Tanana river, 420 miles, and will open

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OUR
COBBLER
CAN MEND 'EM



THE AMERICAN SHOE REPAIRING CO.

Attends to all shoe troubles;
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when completed, all of central Alaska to daily communication throughout the year. It is being built at the rate of 125 miles a year.

President Roosevelt personally recommended to the heads of departments the expediting of the business Mr. Ballaine had with them, owing to the public dependence on the enterprise in the

mainder of the population has been immunized. It has been a siege of horror. Deaths during the most malarious days numbered from 12 to 30, and people, though the mountains afoot and by any means possible. Few Americans remain, and previously there were nearly 2,000 living here. The authori-



MR. AND MRS. WILLIAM R. JONES,
Who Celebrated Their Golden Wedding on Monday Evening.

development of the resources of Alaska. The postoffice department established a postoffice at Seward, the ocean terminus, and appointed Little N. Gordon postmaster. The treasury department ordered immediate action taken looking to the designating of Seward as a sub-port of entry.

The war department promised to include in its estimates for the extension of the government cable along the southern coast of Alaska an appropriation sufficient to make Seward one of the cable's objective points.

RAILROAD WRECK VICTIMS.

Men Were Miners from Victor,
Colo., and Not Harvest Hands.

Salina, Kan., Oct. 16.—At the corner's inquest over the four bodies taken from the Missouri Pacific freight wreck, it was learned that the men were miners from Victor, Colo., instead of harvest hands, as was at first supposed. S. C. Slusher of Warrensburg, Mo., who was supposed to be among the dead, was later found in a badly crushed condition.

Tom Jenkins of Victor, Colo., who was traveling to Missouri with Slusher, was killed. John Wooden and a man believed to be named Wing, from Victor, Colo., were killed also, and an unidentified tramp named Tom Davis was injured. All the bodies of the dead were buried in the village cemetery at Langley today.

YELLOW FEVER DEATHS.

Population of Linares, Mex., Re-
duced from 15,000 to 4,000.

Linares, Mex., Oct. 16.—Death and panic by yellow fever after a reign of two months have reduced the population from 15,000 to 4,000 and the dread scourge is vanishing because the re-

INTERRED AT ARLINGTON.

Eighty-three Soldiers Who Died
in the Philippines.

Washington, Oct. 16.—The bodies of 83 American soldiers who died in the Philippines were interred at Arlington National cemetery today. The remains were accompanied to the grave by a platoon of soldiers, and there were appropriate religious exercises.

Capt. C. G. Cochran Dead.

Butte, Mont., Oct. 17.—A special to the Miner from Great Falls says, Capt. Chas. C. Cochran, one of the best known old time newspaper men of the state, recently in charge of the Chamber House at the Boston & Montana change, died last night.

Capt. Cochran was a native of the oil district of Pennsylvania, where he was born 63 years ago. At the beginning of the war he was commissioned



PROFESSOR McCLELLAN'S NEW RESIDENCE.

Above is a photograph of the new, handsome and strictly modern home, just purchased by Prof. John J. McClellan, Tabernacle organist, opposite the Twenty-first ward chapel, corner of First and K streets. The sale was made by Tuttle Bros. & Woolley, real estate agency, for J. Donovan Reavis, and the price paid was \$5,000.

HOMES IN IDAHO.

The Deseret News has just issued from its press a 32-page booklet entitled "Homes in Idaho." As a specimen of art in printing we call attention to it with pardonable pride. It is an exponent of an enterprise as worthy as the greatest property of the oil regions editor of the Franklin Spectator, one of the most influential newspapers of the state.

Twenty-five years ago he came to Montana and for many years worked on Helena and Great Falls newspapers.

The book is being distributed by the American Falls Canal & Power Company, whose advertisement appears in another part of this issue, and can be obtained gratis by addressing Evans, Curtis & Sweet, agents, D. F. Walker Bldg., Salt Lake City.

AN ORDINANCE.

An ordinance confirming and granting to The Rio Grande Western Railway Company a right of way in certain streets in Salt Lake City, Utah, to construct railroad tracks, a passenger depot and to vacate certain streets.

Be It Enacted by the City Council of Salt Lake City: That the franchise heretofore granted to the Salt Lake & Fort Douglas Railway Company and its successors and assigns to construct and operate a railroad in Fourth West Street from Eighth South Street to Fifth North Street, and thence northwesterly across streets of the city to Ninth North Street, with side and switch tracks and connections, and to which franchise and right of way The Rio Grande Western Railway Company has become the assignee and successor in interest, be and the same are hereby confirmed and granted to the last named company, its successors and assigns, under and subject to the limitation that the main track of said company in said street from the south side of North Street to the north side of Fifth North Street, shall be laid and maintained on the westerly side of the street, and the right of way to be granted to said company, as now located in said street, and the further right of way is hereby granted to said company, its successors and assigns, to lay, maintain and operate on the west side of the right of way above confirmed and granted, with side and switch tracks, cross-overs and connections, an additional standard gauge main track on Fourth West Street from Eighth South Street to Fifth North Street, and thence northwesterly across streets of the city to Ninth North Street, and from the last named point to a connection with the main line now located, at or near Lincoln Avenue, in Superior Addition to Salt Lake City, the intent hereof being to grant to said company a right of way to lay, maintain and operate, with necessary side and switch tracks, cross-overs and connections, a main standard gauge double railway line on Fourth West Street, from Eighth South Street to Fifth North Street, to a connection with its main line as now located, at or near Lincoln Avenue, in Superior Addition to Salt Lake City; and a further right of way is granted to said company, its successors and assigns, to lay, maintain and operate, between Fourth and Fifth North Streets, on Fourth West Street, a cross-over track to connect with the tracks of the Oregon Short Line Railroad Company.

Provided: That the Rio Grande Western Railway Company shall arbitrate all damages caused on said Fourth West Street by reason of laying said double track, and shall pay to the city of Salt Lake City, Utah, the cost of any and all damages caused by the laying of said double track, and the majority award shall be final; the proceedings shall be according to the statutes of Utah on arbitration and award.

Section 2. A franchise and right of way is hereby granted to The Rio Grande Western Railway Company, its successors and assigns, to lay, maintain and operate a standard gauge double railway track on Fourth West Street, from a point in said street north of Eighth South Street, and running thence south on Fourth West Street to the south side of Tenth South Street, with the right to diverge southwesterly from said street and toward a connection with its main line as now located, at or near Lincoln Avenue, in Superior Addition to Salt Lake City, Utah, and to cross any streets in the city on the line of said divergence and to lay, maintain and operate thereon, with necessary side and switch tracks, cross-overs and connections, a standard gauge double railway track on Fourth West Street, from a point in said street north of Eighth South Street, and running thence south on Fourth West Street to the south side of Tenth South Street, with the right to diverge southwesterly from said street and toward a 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