LAST EDITION

DESERET EVENING NEWS.

TRUTH AND LIBERTY.

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Mr Advertiser Appreciates Both the Quantity and Quality of the "News" Circulation.

PEARY'S BILL OF INDICTMENT

Against Dr. Frederick A. Cook, His Rival, Contains Thirty Counts.

WILL REFUTE HIS CLAIMS.

Commander is Overwhelmingly Confident That He Can Do This.

Cook's Replies to Newspaper Inquisitors Created a Very Favorable Impression.

New York, Sept. 23.—With Commander Robert E. Peary seeking indeterminate seclusion at his home in Maine and with Dr. Frederick A. Cook fully answering the most difficult questions of his doubters, it was expected that the north pole controversy would be permitted to rest for a while, but this expectation is probably shattered by a dispatch from the train on which Peary is speeding to his summer home, saying that he is preparing an indictment of 30 counts against Dr. Cook and that he will publish these categorical allegations very soon.

When Commander Peary declared his intention of retiring to his home at Eagle, Me., he said that for the present he would not discuss Dr. Cook's claim, but would wait until the Brooklyn explorer had made public his data. As Dr. Cook does not expect to have this matter ready for publication before two months have passed, it was believed that Peary would not produce evidence to support his charges until then. But the dispatch now coming from Maine says that Commander Peary's principal object in hurrying home is to be free from interruption so that he can quickly prepare his bill of indictment against Dr. Cook. In making this statement, Mr. Peary is quoted as saying that he is "overwhelmingly confident that any one of the 30 counts will be powerful enough to refute Dr. Cook's claims."

Dr. Cook's replies to the 40 keen inquisitors who had him on the rack for six hours have created a favorable impression, even among his critics, although Prof. Harold Jacoby, professor of astronomy at Columbia university, declares that some of the replies to specific questions were inadequate and that his refusal to supply actual data of any observations make a final judgment now impossible.

Dr. Cook is now being harassed principally by persons who are seeking to make money from the publicity which has come to him. Scores of agents representing publishing houses and lecture bureaus are camping out at his hotel in an unsuccessful attempt to reach him with tempting offers. A local theatrical manager has offered him $6,000 for two Sunday night lectures at the Hippodrome. Others wish to name cigars and chewing gum after him, and manufacturers of many kinds are seeking the use of his name. Dr. Cook has made no contracts yet and the only announcement he has made of his plans is that he will soon visit a number of western cities, presumably on a lecture tour.

MAINE WELCOMES COMMANDER PEARY

Yarmouth, Maine, Sept. 23.—Maine took its welcome to Commander Robert E. Peary today and all along the route of his journey through the state the friendly greetings of the people were a pleasing recognition of his achievement in reaching the north pole. Commander Peary and his family are expected late today at Portland, where they will probably remain over night and go to their home at Eagle Bay the next morning.

The Peary party passed through St. John, N. B., early today and in the few minutes between trains, several hundred people gathered around the explorer and congratulated him on his success. The commander, it is said, will refrain from making any speeches.

Commander Peary is keeping his own counsel with regard to the information he has obtained on the main question, "Did Dr. Cook find the pole?"

The explorer will probably remain at Eagle Bay several days and during that time will assemble the records of his trade on the trip to the pole.

SEATTLE GARAGE BURNED.

Seattle, Wash., Sept. 23.—Fire this morning completely destroyed the garage of W. H. Heinzerlinger in this city. Twenty automobiles were burned. The fire was caused to a careless mechanic dropping a lighted match near a leaky gasoline tank. The loss is $80,000. There was little insurance.

ENOUGH SAID.

"Under the caption of "Mystery and Rumor" the Tribune this morning states editorially, 'It now comes out that not only was Beesie Badger married in polygamy to Alpha Higgs, but that it was her father, Rodney C. Badger, who performed the unlawful ceremony.'"

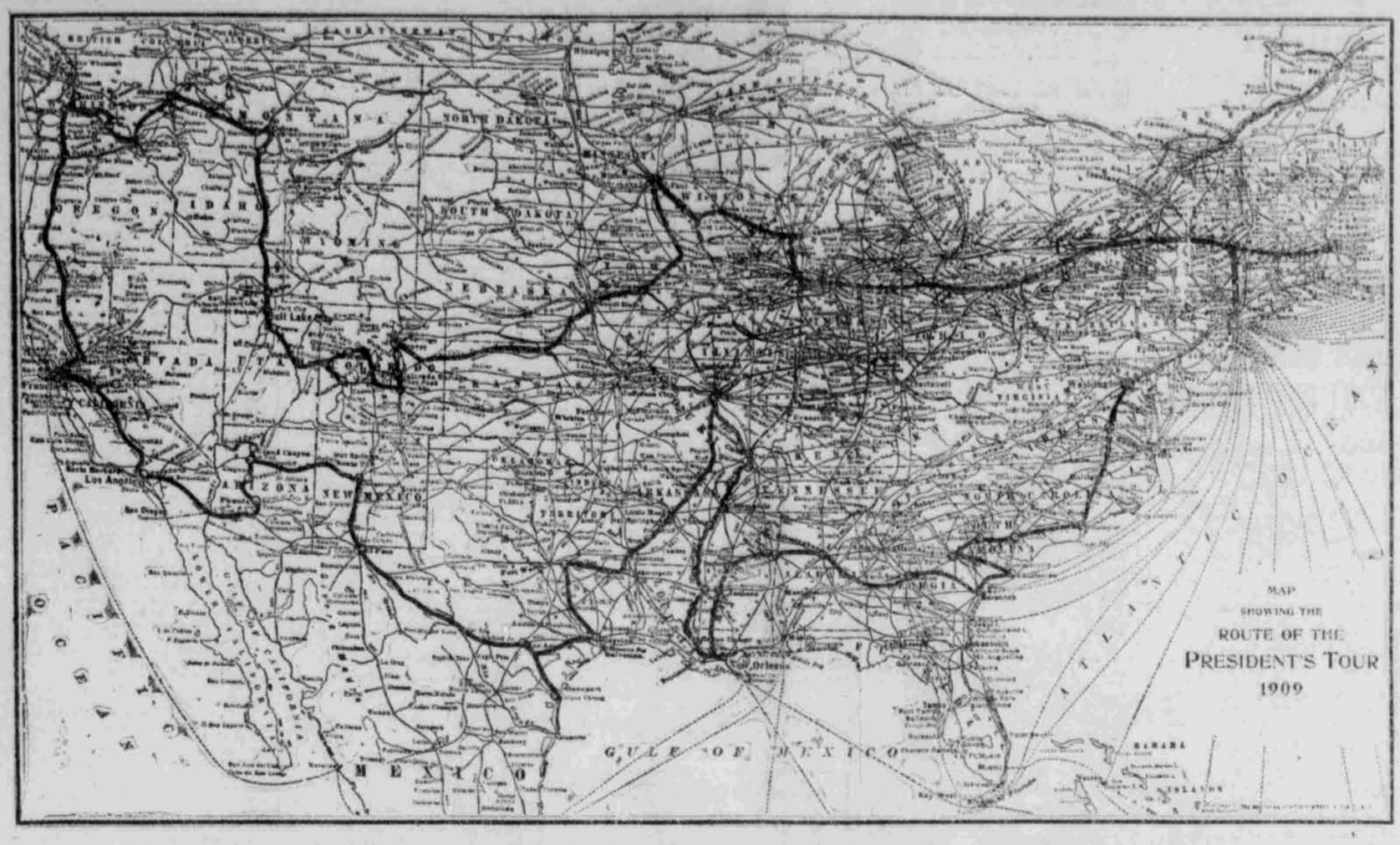
Mr. Badger when seen by the Deseret News this morning stated that there was absolutely no truth in the statement.

"Did you perform the alleged ceremony?" was asked.

"No. I did not," was the unqualified answer, "and the Tribune is a liar."

Joseph E. Taylor has a standing offer of $1,000, which will be paid to the Tribune, when it can prove its assertions that polygamous marriages have been performed since the manifesto, with the sanction of the Church. The sum is still unclaimed.

PRESIDENT WILLIAM H. TAFT ARRIVES IN UTAH TOMORROW



How President Taft Will Make His 57-Day Tour of the West and South.

Friday, Sept. 24—Grand Junction, Colo., 2 a. m. to 2:15 a. m.; Provo, Utah, 12:45 p. m. to 3 p. m. Arrive Salt Lake City, Utah, 4:30 p. m. At Salt Lake City until Sunday noon.

Sunday, Sept. 26—Leave Salt Lake City, 12 noon; Ogden, Utah, 1 p. m. to 4 p. m.; Pocatello, Idaho, 8:25 p. m. to 9 p. m.

Monday, Sept. 27—Butte, Mont., 6:40 a. m. to 12:30 p. m.; Helena, Mont., 3:45 p. m. to 7:30 p. m.; Garrison, Mont., 9 p. m. to 9:10 p. m.

Tuesday, Sept. 28—Spokane, Wash., 6:30 a. m. to 9:25 p. m.

Wednesday, Sept. 29—North Yakima, Wash., 5:50 a. m. to 2 p. m. Arrive Seattle, Wash., 8:15 p. m. At Seattle until Friday afternoon.

Friday, Oct. 1—Leave Seattle, Wash., 4 p. m. Arrive Tacoma, Wash., 5:45 p. m.

Saturday, Oct. 2—Leave Tacoma, 12:15 a. m. Arrive Portland, Or., 7:00 a. m.

Sunday, Oct. 3—Leave Portland, 6:00 p. m.

Monday, Oct. 4—Arrive Sacramento, Cal., 7:10 p. m.

Tuesday, Oct. 5—Leave Sacramento, 4:20 p. m. Arrive Oakland, Cal., 7:18 a. m.

Upon arrival at Oakland the party will be met by committee and automobiles, spending four hours between Oakland and Berkeley, leaving Oakland by ferry for San Francisco, arriving there at 12:30 p. m.

Wednesday, Oct. 6—Leave San Francisco, 8:20 a. m.; Merced, Cal., 1:50 p. m. to 2:30 p. m. Arrive El Portal, Cal., 6:35 p. m.

Spend Thursday, Friday and Saturday in Yosemite National park.

Sunday, Oct. 10—Leave El Portal, Cal., 7:10 a. m.; Merced, Cal., 11:00 a. m. to 1:50 p. m.; Fresno, Cal., 3:20 p. m. to 6:25 p. m.

Monday, Oct. 11—Arrive Los Angeles, Cal., 7:05 a. m.

Tuesday, Oct. 12—Leave Los Angeles, 8:30 p. m.

Wednesday, Oct. 13—Maricopa, Ariz., 11:15 a. m. to 11:20 p. m.; Phoenix, Ariz., 12:20 p. m. to 1:20 p. m.; Prescott, Ariz., 6:20 p. m. to 7:20 p. m. Arrive Ashfork, Ariz., 9:20 p. m.

Thursday, Oct. 14.—Leave Ashfork, Ariz., 4:20 a. m.; Grand Canyon, Ariz., 9:00 a. m. to 8:30 p. m.

Friday, Oct. 15.—Arrive Albuquerque N. M., 5:50 p. m.

Saturday, Oct. 16.—Leave Albuquerque, N. M., 12:20 a. m.; El Paso, Texas, 9:40 a. m. to 8:00 p. m.

Luncheon with President Diaz of Mexico, in El Paso; dinner with President Diaz in Ciudad Juarez, Mexico.

Sunday Oct. 17.—Arrive San Antonio, Tex., 7:30 p. m.

Monday, Oct. 18.—Leave San Antonio, Tex., 2:15 p. m. Arrive Corpus Christi, Tex., 9:05 p. m.

Four days at Charles P. Taft's ranch.

Friday, Oct. 22—Leave Corpus Christi, 7:20 a. m.

Saturday, Oct. 23—Houston, Texas 7:10 a. m. to 10:30 a. m. Arrive Dallas, Texas, 5:30 p. m.

Sunday, Oct. 24—Leave Dallas, 8:30 a. m.

Monday, Oct. 25—Arrive at St. Louis, Mo., at 7:27 a. m. At St. Louis the presidential party is taken charge of by the Lakes-to-the-Gulf Deep Waterway association for a four-day trip down the Mississippi river. Leave St. Louis (on steamboat Mississippi) 5 p. m.

Tuesday, Oct. 26.—Cape Girardeau, Mo., 6 a. m. to 7 a. m.; Cairo, Ill., 12 noon to 1 p. m.; Hickman, Ill., 4 p. m. to 5 p. m.

Wednesday, Oct. 27.—Memphis, Tenn., 8 a. m. to 12 noon; Helena, Ark., 6 p. m. to 7 p. m.

Thursday, Oct. 28.—Vicksburg, Miss., 6 p. m. to 11 p. m.

Friday, Oct. 29—Natchez, Miss., 7 a. m. to 9 a. m.; Baton Rouge, La., 8 p. m., to 9 p. m.

Saturday, Oct. 30.—Arrive New Orleans, La., 8 a. m.

Sunday, Oct. 31.—In New Orleans.

Monday, Nov. 1.—Leave New Orleans 2:00 a. m. Arrive Jackson, Miss., 8:40 a. m.

Tuesday, Nov. 2.—Leave Jackson, Miss., 12:15 a. m.; Durant, Miss., 1:55 a. m. to 7:00 a. m.; West Point, Miss., 10:48 a. m. to 10:55 a. m.; Columbus, Miss., 11:25 a. m. to 2:30 p. m. Arrive Birmingham, Ala., 7:45 p. m.

Wednesday, Nov. 3.—Leave Birmingham, Ala., 4:10 p. m.

Thursday, Nov. 4.—Macon, Ga., 1:15 a. m. to 11:45 a. m. Arrive Savannah, Ga., 8:50 p. m.

Friday, Nov. 5.—Leave Savannah, Ga., 1:05 p. m. Arrive Charleston, S. C., 5:15 p. m.

Saturday, Nov. 6.—Leave Charleston, S. C., 8:00 a. m.; Columbia, S. C., 12:45 p. m. to 5:15 p. m. Arrive Augusta, Ga., 8:35 p. m.

Sunday, Nov. 7.—In Augusta.

Monday, Nov. 8.—Leave Augusta, 2:20 p. m.; Florence, S. C., 7:20 p. m. to 8:40 p. m.

Tuesday, Nov. 9.—Wilmington, N. C., 12:40 a. m. to 7:00 a. m.

Wednesday, Nov. 10.—Richmond, Va., 5:10 a. m. to 5:15 p. m. Arrive Washington, D. C., 8:30 p. m.

FACTS ABOUT GREAT TRIP.

Trip began Rose .	Sept. 15. 10 a.m.
Trip ends	Washington, Nov. 10, 8:35 p. m.
Days consumed	57
Number of stops	69
Miles to travel	12,759
States traversed	32
Territories traversed	2
Foreign country visited	Mexico
Railway lines used	23
Steamships used	2
Banquets on trip	22
Formal luncheons	20
Formal dinners	5
Estimated cost of tour	$15,000
Appropriation for tour	$25,000

S.H. BABCOCK HITTING BACK

Clash Between Commercial Club Champion and Harriman Attorney at Hearing.

VERY LIVELY WAR OF WORDS

Both Sides Exert Utmost Skill to Draw Forth Damaging Admissions.

Some Definitions of a Reasonable Freight Rate—Julius Krutschnitt Testifies This Afternoon.

A war of words between Atty. F. G. Dillard, conducting the defense for the Harriman lines in the rate discrimination hearing before two members of the interstate commerce commission, and S. H. Babcock, commissioner of traffic of the Salt Lake Commercial Club Traffic bureau, in which each exerted the utmost skill to trap the other into admissions favorable to the opposition, was the feature of the hearing this morning.

When Mr. Babcock was called as the chief witness on behalf of the contentions of the traffic bureau that this territory is being grossly discriminated against in the matter of freight and passenger rates, after giving a sketch of his railroad experience, dating back to 1885, when he entered the railroad service in Jackson, Michigan, presented a vast volume of statistics as to population, resources, etc., of the State of Utah and the city of Salt Lake for the consideration of the commission. The matter also contained comprehensive statements of the rates complained of by the traffic bureau, and of the rates in cents per 100 pounds per mile, which it is desired that the railroads establish. After the reading into the record by title of this mass of statistics, Commissioner Prouty asked Mr. Babcock if it was the desire of the petitioners to have both the class and commodity rates reduced. Mr. Babcock replied that such was the desire of the shippers of this section, that a reasonable rate be established for both the class and commodity schedules of the railroads entering this section.

Mr. Dillard—Mr. Babcock, what is a reasonable freight rate?

Mr. Babcock—One that the railroads have to make to get the traffic.

A bitter greeted this statement and Atty. Dillard at once took up the answer.

REASONABLE RATES.

"Then the basis of your complaint that the rates made by the railroads on any other grounds is false, then?"

Mr. Babcock said that the matter of expediency was not the only ground governing rate making; that competition should and does largely figure in the making of rates, and mileage. Where competing lines enter the same territory, rates are arranged through conferences between the officials of the competing lines.

"Then you do not think it improper for two or more competing lines to confer over the making of rates?" asked Mr. Dillard.

"Not if they take the public into their confidence and consideration."

Mr. Dillard—I do not see how your complaint can have any standing if you contend that mileage should be the governing factor in the determination of rates as you claim, according to the statement you have just made. Do you not think, Mr. Babcock, that the definition I shall give is a fair statement of what constitutes a reasonable rate, that a reasonable rate is one on which the traffic really moves, which allows a fair profit to the tradesman, a fair profit to the distributor, and puts the traffic into the hands of the consumer at a price not unduly high?

Mr. Babcock said he considered that a fair definition of what constitutes a reasonable rate, but maintained that the rates in force in this section were not of that character.

Mr. Dillard—Is it not a fact, Mr. Babcock, that it is not the unreasonableness of the rate in itself, that your club complains of, but that it is discriminatory as applied to the inhabitants of this section?

Mr. Babcock—We contend that the rates in themselves are unreasonable, and that they are discriminative and unjust to the shippers of this section.

Further discussion as to what should constitute a reasonable return upon an investment brought forth the statement from Mr. Babcock that upon government bonds 4 per cent was considered good return, because of the safety of the investment; upon railroad investments where greater risk was involved, he considered that 8 to 12 per cent was excessive.

The witness conceded that the Union Pacific, being the first road built into the country, and, by reason of its superior road bed, etc., was entitled to make whatever rates it chose, and competing lines if they wished to enter the field, must be governed by the dominant road.

"Then you contend," said Mr. Dillard, "that the Union Pacific, by virtue of its advantages, is entitled to enforce such rates as would give it a return such as you suggest would be reasonable, even though those rates were so low as to cancel the Denver & Rio Grande road, for instance, which is farther in the points named and costs much more to maintain, to go into the hands of a receiver?"

Mr. Babcock was not prepared to say that such rates should be made, and in answer to Commissioner Prouty said he thought a spirit of fairness and justice to all concerned should govern in the matter of determining rates.

LOCAL CONDITIONS.

In answer to Judge Day, who is conducting the case for the traffic bureau before the commission, Mr. Babcock said that he had taken his present position as commissioner of traffic for the traffic bureau on Jan. 15 of this year. That he had found upon assuming the duties of that office, that a great deal of complaint was being made on the part of shippers generally of the high freight rates and unsatisfactory movement of shipments by the railroads. In response to a request by Judge Day, Mr. Babcock exhibited a number of compiled statements as to statistics of population, industrial conditions, etc., existing in the states tra-

(Continued on page two.)

ALL-NIGHT JOY RIDE ENDS IN DEATH

Two Persons Were Killed and Four More or Less Severely Injured.

SEATTLE SCENE OF ACCIDENT

Passengers Asleep When the Automobile Ran Off a Trestle, Tank Exploding.

Seattle, Sept. 23.—Two women were killed and three men and a woman seriously injured when an automobile containing eight persons jumped off a trestle at Fourth and Weller streets, a short distance from the Union station at 5:30 o'clock this morning. As soon as the car landed on the tide flats, 25 feet below, the gasoline tank exploded and flames shot up 30 feet. A fire engine was called and the firemen dragged a woman from under the blazing automobile after they had been throwing water on the wreck for several minutes. The driver, Henry Hizer, who had been twice arrested for reckless driving, was taken to the city jail. Only he escaped unhurt.

THE DEAD.

Winnie Frazer.
Goldie Porter.

THE INJURED.

F. E. Lindsay.
Thomas Finch, a chauffeur.
Christine Anderson, aged 18, a waitress.
Axel Anderson, aged 25, a waiter.

The party had been out all night "joy riding" and visiting various places of entertainment.

The automobile was returning from the southern part of the city and, according to an eye witness, was running about with all passengers asleep. At Fourth and Weller streets a sharp turn is made in the trestle, but the machine ran straight ahead and crashed through the wooden railing.

When the car went over, a scream of terror came from the occupants. As soon as the machine struck the mud below, the tank exploded with a noise like the discharge of a cannon, and flames arose instantly above the trestle.

An alarm of fire was turned in and when the firemen arrived they busied themselves pulling the victims out of the wreck. Two women were dead, with all the clothing burned from their bodies. They had been killed instantly before the fire reached them. Another woman, horribly burned, was hurried to the city hospital, but died before she could be treated. All of the injured men were bruised and burned and one suffered a broken leg.

After the firemen had cared for all the victims in sight, they turned a stream of water on the blazing automobile. Then a woman, imprisoned under the overturned car, screamed: "I'm burning to death." The firemen got her out by prying up the car.

The chauffeur, Hizer, went over with the machine, but, finding himself unhurt, ran at full speed toward town, telling a man who tried to stop him that he was going for help. The police afterward found and arrested him. He told them that the steering gear broke just as he was making the turn.

DEMURRERS IN ANTI TRUST SUITS SUSTAINED

Newport, Ark., Sept. 23.—In the anti-trust suits against 65 of the leading fire insurance companies doing business in Arkansas brought by the state of Arkansas and involving penalties of $65,000,000, Judge Coffin yesterday sustained the demurrer of the referee that the companies must be sued separately and not jointly as under the present action. Prosecuting Atty. Jeffery announces that separate actions will be filed at once, but this result precludes any action at this term of court.

COMPLETES FAST OF FIFTY AND A HALF DAYS

Cleveland, O., Sept. 23.—William H. Maire of Cleveland has just completed a fast of 50½ days. In performing the feat, Maire lost 40 pounds in flesh. Throughout the fast he drank filtered water.

Maire says the first eight days of the fast were trying but after this period he experienced little inconvenience from going without food.

Upon completing the fast Maire drank a teaspoonful of milk. His second and third meals consisted of two and three teaspoonfuls of milk.

Stomach trouble which physicians were unable to diagnose caused Maire to try fasting as a cure. He says he is now in perfect health.

ROCK ISLAND ADDS NAME TO "ROLL OF HONOR"

Chicago, Sept. 23.—The Chicago, Rock Island & Pacific railroad added its name to the "roll of honor" when it was announced today that not a single person had been killed on the road for a year. Statistics show that 18,742,022 persons were carried by that road during the fiscal year ending June 30, 1909.

OWNS A BLERIOT MONOPLANE.

New York, Sept. 23.—H. Hayden Sands is the first American to own a Bleriot monoplane and he has just returned with it from France. Not satisfied with its motor he has contracted to equip it with an engine made by Glenn H. Curtiss and proposes to take it to Florida this winter, where he will attempt his first flight. Mr. Sands is a wealthy amateur sportsman who attended the Rheims races and became so interested in the sport that he purchased a machine for himself.

TAFT PREFERS PRIVATE BATHS

Once Heard Man Say, "If I Was As Fat as That Man, I'd Do My Bathing in Private."

TELLS OF SWEET SLUMBERS

At Leadville Were Disturbed by Friends Who Called Him by His First Name.

Glenwood Springs, Colo., Sept. 22.—It was a shivering crowd of 500 who stood on the platform of the depot here in the dim gray dawn as President Taft's special drew into Glenwood Springs. It was some time after arrival before the president appeared and expressions of disappointment were creeping over the faces of the spectators just as signs of life were noted on the train. The crowd, however, was not disappointed, for after about 10 minutes' wait the president appeared. He was greeted by a reception committee of the local board of trade headed by Mayor Drach, Congressman E. T. Taylor and President C. C. Parks of the board of trade. The president was quickly introduced and in shaking hands with one of the members of the committee his face suddenly spread into a broad smile and he said:

"Well, brother, glad to meet you."

The man was Bishop Benjamin Brewster of the Episcopal church in western Colorado. Bishop Brewster wore a big knot of the Yale blue and his grip had revealed to President Taft that they were brother members of Skull and Bones, the famous Yale secret society.

A committee of local members of the W. C. T. U. were then introduced. They had brought a great platter of fresh mountain trout together with a bowl of wild raspberries which grow thick in this vicinity, and presented them to the president for his breakfast. The president was then driven through town to the Plaza fronting the Hotel Colorado, where from the same spot which President Roosevelt spoke in 1905, he addressed the crowd. His remarks were of entirely an impromptu nature.

"I appreciate this gathering," he said, "and from personal experience I can sympathize with you in having to get up at half-past 5 in the morning to be here."

SWEET SLUMBERS.

"You have ours, too," called a voice and a big grin was the president's answer. He apologized for the delay in appearing from his car, which he stated was due to a loss of sleep the night before. "The people of Leadville, realizing that I would pass through there about 2 o'clock at night had decided to send me their greetings by telegraph but there were some citizens who evidently did not approve this procedure and they brought an engine with a big siren whistle alongside my car and they blew that whistle awful, awakening me from slumber.

"I can't tell you, oh, how sweet those slumbers were. They were gentlemen who knew me, for they called me by my first name, shouted and shouted, until I was thoroughly awake. I regretted that I was not in proper dress to appear in public. I understand I was to have the privilege of a bath in your wonderful pool. I thank you, but I must decline that privilege. The last time I took a bath in public I overheard two men saying: 'Well, if I was as fat as that man I'd do my bathing in private.

"Since then bathing in public has not been my strong suit. There are members in my party who would cut a good figure in your pool, but I would not. I have been out a week on what will be a very long trip. It is hard for me to keep track of time for each incident on this trip thus far has been so eventful that it seemed a day in itself."

The president concluded with a few complimentary references to the citizenship of the west. Following the address he was escorted about the hot springs grounds along the swimming pool which he admired and wished he had time to test, and down to the great mineral springs where he paused a few moments to ask about the nature of the spring water. The carriages had been driven around to the spring from the hotel and from this point the party returned to the train. Congressman Taylor and W. E. Wallace, chief of the local land office, joined the party at breakfast on the president's invitation and will accompany the party as far as Montrose.

AT GRAND JUNCTION.

Grand Junction, Colo., Sept. 23.—This city entertained a president of the United States for the first time in its history this morning, when President Taft arrived and was escorted through the principal streets to the fair grounds, where he made a brief speech.

At the conclusion of the address President Taft was presented with a box of peaches, accompanying with the suggestion that he think of peaches whenever his mind reverts to Colorado.

Fully 12,000 people greeted Mr. Taft as he appeared at the fair grounds. From here the presidential party traveled in a special train to Montrose. It will return early in the morning and leave for the west.

MONTROSE ON QUI VIVE.

Montrose, Colo., Sept. 23.—Montrose saw its busiest time this morning when preparations were being made to receive President Taft, who was scheduled to attend the ceremony at the opening of the Uncompahgre tunnel project this afternoon.

All morning special trains from every town on the western slope of the Rocky mountains were arriving and the streets were filled with bands, marching clubs and civic organizations. The program which begins with the roar of a cannon on the arrival of the presidential train and closes with a blaze of fireworks at the conclusion of the ceremony, has been carefully rehearsed.

GODMAN FACES SERIOUS CHARGE

Former Wife Says He Assaulted Her With Deadly Weapon.

SMASHUP IN DRUGSTORE

Last Tuesday Evening in Ott Drug Company's Store the Time Of the Fracas.

Assault upon his divorced wife with a deadly weapon is charged against Sam Godman, aspirant for the job of chief of police if Lippman gets himself elected mayor of Salt Lake. The charge was made by Mrs. Godman in the office of County Attorney Leon and the warrant for Godman's arrest is now in the hands of a deputy sheriff who is looking for Godman to make service. Godman is on the official payrolls of the city as license collector.

Mrs. Godman is in fear of her life at Godman's hands, according to her story to the county attorney this morning, following an incident on the race track special last Tuesday and another incident in a downtown drug store the evening of the same day.

On the day mentioned, Mrs. Godman, in company with C. E. Dinkenspiel, was at the races, she was returning on the special train with him when Godman appeared on the scene. He began to abuse Dinkenspiel and also his former wife. The outcome of the incident was an invitation to Godman by Dinkenspiel to go to the rear platform of the train and fight. Godman, it is declared, declined to accept the invitation.

ASSAULTED IN DRUG STORE.

Godman, says Mrs. Godman, after his former wife and her escort left the train, followed her about and while she was with a party of friends at the Ott Drug store Tuesday evening, he drew back his coat and exhibited his star, an ornament Godman wears on his waistcoat, emblematic of his official position as a partner of the spoils of the "American" administration. Then he drew his "blackjack" and commenced an assault upon the entire party in general and his former wife in particular. Those in the party at the time were Mrs. Godman, Mrs. H. K. Rushell, Dora Chester, Mrs. Dora Gibson and Mr. Dinkenspiel. Dinkenspiel interfered with Godman, and much of a free-for-all resulted when the proprietor of the drug store slugged Mr. Godman was thrown to the floor.

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