

STORIES TOLD BY REFUGEES.

Experiences During Bombardment
of Gordon Hall.

RUSSIANS TOOK EVERYTHING

Expected No Mercy and Showed None
They Pillaged, Tortured and Looted
Chinese Murdered Overnight.

San Francisco, Aug. 7.—Among the refugees from China who returned on the Legation were the wife of Prof. C. D. Tenney of the Imperial university at Tien Tsin, and her children. They were among those who took refuge in Gordon Hall during the bombardment and escaped unharmed. She and her husband had been together in China for eighteen years. Prof. Tenney is now accompanying the allied forces on the march to Peking as an interpreter.

Prof. O. D. Clifford and his wife also came home. They bring with them a baby girl who was born in Tien Tsin on May 11. Mrs. Clifford is the daughter of Dr. Robert Colman, who came home on the Coptic last week. Prof. Clifford was connected with the Imperial university.

Miss Lillian M. Tahir of Lincoln City, Indiana, who spent two years in Tien Tsin, had three narrow escapes from the savage Boxers. She found safety with many others in Gordon Hall during the siege, and venturing out one day, was struck by a fragment of a Chinese shell. On two other occasions she was shot at by riflemen, but was not hit.

The two children of United States Consul Hager, who have returned to their home in this state, told stories of exciting experiences, similar to those of others who lived through the terrible times in Tien Tsin.

The tales of the Russian brutality are confirmed by Rev. Frank Haynes, a Methodist missionary. He thinks the troubles will be ended within a year. Many of the refugees from Tien Tsin escaped with only the clothing on their backs. Among those who lost everything are Henry Smith and wife, an English couple, Smith was a broker at Tien Tsin and had a fine home in the British concession.

Prof. G. L. Clifford of the Imperial university of Tien Tsin, who was one of the last to leave the besieged city, says:

"Looking to the allied forces began as soon as they got the upper hand. The Russians led in this and went to extremes. They are naturally cruel, and expecting no mercy, they showed none. I was an eye-witness to eight cold-blooded murders by them. The victims were of all nations and ages. The Russians stole everything, looting the houses in the settlement as the Chinese would have done."

Rev. Horace W. Houlding, a missionary, whose labors were in South China province, between Honan and Shantung, escaped with seventy-five others from Pei Tai Ho, the assailed resort town of Taku on the British warship "Humble."

Mrs. H. H. Montell, whose husband is a merchant at Tien Tsin, with Mrs. Frank P. Davis of Philadelphia, passed through a trying experience during the bombardment and fighting at Tien Tsin, and took advantage of the first opportunity to leave the place.

RUSSIAN BRUTALITY.

San Francisco, Aug. 7.—A story of Russian brutality in China is told by Mrs. E. H. Drew, wife of the British commissioner of customs at Tien Tsin, who arrived from the Orient on the Harbin Legation.

"During the bombardment we lived most of the time in the cellar of our house. Our house was partially wrecked by big shells. Sleep was out of the question most of the time and so undisturbed. There was ever present the haunting fear of the Chinese tripping and slaughtering every foreigner and convert."

"Some, probably all, of the women here reported to kill all the Chinese from that unpleasant recollection. It appears the allied forces were prepared to do it. I did not know it at the time, but I understood ten or twenty men had been detailed to kill all the foreign women in case the Chinese were the victors."

Mrs. Drew, with much indignation, then spoke of atrocities committed by the Russian troops, saying:

"They pillaged, looted, tortured and murdered night and day. There were many infants and children killed by bayonet thrusts. And many were tossed from bayonet points only to be caught and again tossed and again. There is ample evidence of these unspeakable occurrences."

"And about Chinese women. They were maltreated and murdered in houses after houses. It seemed as if nothing could stay the mad frenzy of these Russians."

"Out from Tien Tsin, along the Pei Ho and Yellow rivers, are numerous little villages. The Russians swept through the villages, destroying life and property. In these places they also looted infants and children in the air from bayonets. And every time the child tumbled they were looted. The dead body of a mother, father or child, would be hard by. The Russians Pei Ho and Yellow rivers, where they were drowned."

"After shooting and murdering to their heart's content the Russians that caught their eyes. There was no attempt at concealing all of this remarkable barbarous conduct. I do not pretend to say how many women and children were butchered by the Russians. I never heard the number estimated, save that a great many had been bayoneted and some shot."

"In view of what they had been guilty of in and around Tien Tsin, none of us was prepared to hear of a barbarous act by the Russians at Taku. It is generally accepted as true at Tien Tsin that the Chinese commander of the Taku forts was murdered by the Russians when he was in the act of surrendering his arms."

DEMOCRATIC COMMITTEES

Chairman James K. Jones Gives Out
a List of them.

Chicago, Aug. 6.—Chairman Jones of the Democratic national committee gave out the list of sub-committees of the main body today. Former Gov. John C. Breckinridge, of Missouri, was named on the executive committee and Norman E. Mack of New York was left off. The only representative from the Eastern States on the list is George H. Brown of Pennsylvania and George H. Brown of Massachusetts. John H. McLean of Ohio is put at the head of the ways and means committee. The list of committees follows, the chair-

man, vice chairman and secretary being first, second and third respectively:

EXECUTIVE COMMITTEE.
James G. Jones, Arkansas; J. G. Johnson, Kansas; C. A. Walsh, Iowa; W. J. Stone, Missouri; H. J. Clayton, Alabama; Thomas Gahan, Illinois; J. J. Campbell, Michigan; M. Head, Tennessee; M. G. Gaffey, Pennsylvania; George Fred Williams, Massachusetts; T. D. O'Brien, Minnesota; Thomas Taggart, Indiana; J. C. Dahman, Nebraska.

WAYS AND MEANS COMMITTEE.
J. K. Jones, John R. McLean, J. C. Walsh, Urey Woodson, Kentucky; Adair Wilson, Colorado; B. E. Tillman, South Carolina; J. G. Johnson, T. E. Ryan, Wisconsin; M. F. Tarpey, California.

PRESS COMMITTEE.
J. K. Jones, Clark Howell, Georgia; C. A. Walsh, Corpus Daniels, North Carolina; Norman E. Mack, J. G. Johnson.

ADVISORY COMMITTEE.
C. Blanchard, John Osborne, Wyoming; John T. McGraw, West Virginia; H. M. Teller, Colorado; Fred T. Dubois, Idaho; W. T. Tillotson, Kansas; William V. Allen, Nebraska; J. R. Weaver, Iowa; Eugene Smith, Illinois.

TO ENLIST NAVAL RECRUITS.

Tug Fortune Will Distribute Circulars Urging Enlistment.

New York, Aug. 7.—The naval tug Fortune took her departure from the Brooklyn navy yard yesterday afternoon to engage in a brand new system of enlisting recruits for the navy so far as this section of the State is concerned. It is a new scheme followed through back to the navy yard and prepared for a trip to New Haven. There the same routine is to be followed.

A stay of two weeks will be made at Albany by the Fortune. Lieut. Symington is in command of her. His plan is to distribute circulars of information to the public at the capital and towns surrounding for a radius of twenty-five miles. There will also be daily advertisements in the newspapers. After the allotted fortnight the Fortune will steam back to the navy yard and prepare for a trip to New Haven. There the same routine is to be followed.

JULIAN ARNOLD NO FUGITIVE.

He Explains How the Swain Trust Was Lost.

San Francisco, Cal., Aug. 6.—Julian T. B. Arnold, the accused son of Sir Edwin Arnold, appeared before United States Court Commissioner Heacock today and explained how the Swain trust fund, which he is accused of embezzling, was lost in the failure of the investment firm with which he had been connected in London.

He declared that the interest on the trust money had been regularly paid to the widow of W. H. Swain until December, 1898, when the firm collapsed by reason of the decline in English securities caused by the Boer war. The amount stood on the ledger of the firm credited to the Swain trust fund, which would participate in the distribution of the firm's assets of \$100,000. He Arnold, was not personally involved in the matter, it being a part of the business of the firm.

He denied that he was a fugitive from justice as he had turned his property over to his creditors, and had no charge pending against him when he left England. The case will be argued tomorrow.

HUNTINGTON ON TRAIN ROBBERS.

Says Passengers on Trains Are Entitled to Protection.

New York, Aug. 7.—Speaking on the subject of train robberies in general and the recent robbery of a Union Pacific train, President C. P. Huntington of the Southern Pacific railway says in an interview printed today:

"Passengers on railway trains are entitled to protection. People in New York are also entitled to protection, but some of them get sandbagged every night. I think the government should put one man, well armed, on every mail train. As to whether or not the railroad companies should put on armed guards, that is a question for consideration, and not to be decided off-hand."

Mr. Huntington further said that if it was known that a government guard was on each mail train robbers would not attack the train.

No Clue to the U. P. Robbers.

Hugo, Colo., Aug. 6.—The officers who are searching for the robbers who held up the Union Pacific train and murdered one of the passengers Sunday morning have been working with very small clues. It is said that two men living thirty miles south of Hugo, who have been suspected of "rustling" for a long time, will be visited tomorrow on suspicion of their being the robbers. A black mackintosh was left on the car by one of the bandits and that it is said to be the only tangible clue in the hands of the officers.

PREPARING TO NOTIFY BRYAN.

All Arrangements Have Been Completed at Indianapolis.

Indianapolis, Ind., Aug. 6.—Arrangements have been completed for the meeting to notify William Jennings Bryan and Adlai E. Stevenson of their nomination for President and Vice-President by the Democratic party.

Military park, where the notification will take place, has been elaborately decorated. The speakers stand will accommodate the distinguished visitors, including members of the committee, and in front arrangements have been made for sixty press tables.

The exercises at the park will begin at 2:30 and will last two hours. Mr. Richardson of Tennessee and Gov. Thomas of Colorado, will make the addresses of notification and replies will be made by Mr. Bryan and Mr. Stevenson. An informal reception will follow, but this will be brief.

A committee representing the business interests and Democratic organizations of the State will leave here at 11:45 o'clock tomorrow morning for Lafayette, where it will meet the Bryan train.

At the union station the reception formation will include upward of 100 Democratic clubs from all parts of the State and from Cincinnati, Chicago, Louisville, St. Louis and other cities. The line of march will be nearly two miles in length through the principal business streets and will end at the park.

At the night meeting in Tomlinson hall Mayor Carter Harrison of Chicago will preside. Mayor Harrison will speak at length after which he will introduce W. J. Bryan. Following Mr. Bryan, Webster Davis will address the audience. Provision has been made for an overflow meeting to be held at the monument. The railroads have arranged for special trains from various parts of the State and from present indications the crowd will be very large.

STEVENSON IN CHICAGO.

Chicago, Ill., Aug. 6.—Adlai E. Stevenson, Democratic nominee for the Vice-Presidency, arrived here tonight from his home in Bloomington, Ill., on route to Indianapolis. He said:

"After the Indianapolis meeting I will make my first address in Chicago August 15th, the occasion being the meeting of the United Irish societies on August 15th. I go to Sedalia, Mo., where I speak at the opening of the Missouri campaign. I will also speak in Indianapolis, September 15th, when the Democratic national club meets there. This is all the speech-making I will do, until the later part of September, when the campaign will open in earnest."

QUANT CITY OF NEW ORLEANS, LA.

Many Eastern Tourists Visit It For
Its Uniqueness.

GREAT FREIGHTING CENTER

Millions of Dollars Spent Upon Rail-
way Improvements and Their
Facilities for Shipping.

New Orleans, like Quebec, is one of the unique cities of the continent. It retains many of the customs of a hundred years ago and its people are still impressed with the same characteristics by which their ancestors were distinguished. The cemeteries there, for instance, are veritable cities of the dead, the tombs being laid out in plots, with "streets" running between them, and the bodies all being buried above ground. The reason for this is that the dead lie below the level of the river and in consequence no graves can be dug on account of the seepage of water into them. There are many of the old quays and docks remaining and the New Orleans steamboat wharves are the threads of dusky water minkie that delighted the inhabitants of early days may still be heard. It is for this reason that many travelers to the East go as far south as New Orleans in order to witness the uniqueness and quaintness that apparently must always be a part of the city's existence. But there have been great improvements there also, and the railroads are principally responsible for the greatest of them.

Commencing with last year, the Illinois Central inaugurated immense improvements in its terminal facilities at New Orleans, including the construction of a new gravity yard at Harahan, just above the city, and a double track along the city front, which is now being extended from the existing docks to Southport and Harahan yards. This extensive greatly facilitates the handling of the enormous traffic and relieves Government yard, the export traffic being brought direct along the river front from Harahan yard to Southport and Stuyvesant docks, instead of being handled via government yard as hitherto.

The Illinois Central freight terminal at New Orleans includes the new gravity yard at Harahan, the main export terminal at Southport and at Stuyvesant docks, where huge elevators are located and enormous quantities of grain are loaded into vessels for foreign ports; the levee depot, at the foot of Gallienne street, on the river front, where miscellaneous local freight is received; the fruit wharf at the foot of Tchala street, adjacent to the levee depot, where bananas and other fruit products are handled; Poydras yard, where there is another large elevator for drying and cleaning purposes, and where flour, grain and hay for local trade are received; government yard, where trains were chiefly handled formerly, but this yard is now relieved by the new system of distribution inaugurated at the Harahan yard, which, although not quite completed, is now in operation.

The new gravity yard at Harahan is located on the site of the old Elmwood and Louisa plantations, eight miles above the city. It is three miles deep by about 5,000 feet, and will when completed comprise forty-eight miles of rail, arranged in sixty-four tracks, having a total capacity of 300,000 cars. The cost of the track alone is estimated at \$20,000. In this yard, instead of switching of cars incidental to the breaking up of trains with through and inward freight will be performed by means of the force of gravity acting on inclined planes, along which the various gravity tracks are laid. It is computed that in this way a dozen men could readily handle 100 cars daily. The gravity yard proper consists of fifty cars each, or a total capacity of 100 cars.

In addition to the thirty-four gravity tracks for sorting inward freight there will be ten tracks for receiving outward freight, ten tracks for making up outward freight, and ten tracks for holding outward freight. The total capacity of sixty-four tracks, including the leads, repair tracks, clear tracks and other general service tracks around the yard, being 2,500 cars.

When a long freight train reaches the Harahan yard, bringing grain, cotton and other products of the fertile Mississippi valley, a switch engine replaces the regular engine. The train is then backed up the incline until it reaches the summit, where the distribution commences.

Each car is kicked off in rotation and glides swiftly down the incline along its particular switch under the supervision of attendant switch men. In this way the whole is speedily distributed and the freight assorted with celerity and accuracy.

The enormous grain elevators of the company constitute a great enterprise of themselves and their total storage capacity is 1,850,000 bushels.

SPIKE AND RAIL.

Mr. Hoyt Sherman of the Colorado & Southern has gone to Denver.

Short Line officials have returned from an Idaho inspection trip.

Mr. H. B. Kooser of the Missouri Pacific started today for Portland.

A number of passengers go over the Oregon Short Line to Yellowstone Park tonight. In one party there are 25 persons.

Avenarius carbolium is the new process for preserving tea. With a name like that there any wonder that the tea merchant's hands become poisoned through contact.

Railroad employees will have an outing next Monday at the Salt Palace. The day's entertainment will be under the auspices of the conductors and the ladies' auxiliary.

On September 1st the Oregon Short Line will put in operation the Brown system of discipline, which abolishes all suspensions and keeps a record of good and poor service, averaging the whole.

Mr. L. L. Downing of the Chicago, Milwaukee & St. Paul, accompanied by Mrs. Downing, will reach San Francisco tonight, having gone for a coast pleasure trip of two weeks.

The Great Northern cut-off between Benton and Marias, Mont., 21 miles, has been completed. This cut-off is to take the place of the old line, the rails on which will be removed.

A train running at the rate of 50 miles an hour travels about two miles in the one-thousandth part of a second. The Burlington has inaugurated an electrical system of photographing a train flying along at that speed.

The R. of L. E. of Ogden and the M. L. of Boulder county will be at Saltair tomorrow. The first excursion will come down over the Rio Grande Western and the latter will use the Short Line.



Itching Burning Scaly
Blotchy Humors
Instantly Relieved
and Speedily Cured by

Cuticura

The itching and burning I suffered in my feet and limbs for three years were terrible. At night they were worse and would keep me awake a greater part of the night. I consulted doctor after doctor, as I was traveling on the road most of my time, also one of our city doctors. None of the doctors knew what the trouble was. I got a lot of the different samples of the medicines I had been using. I found them of so many different kinds that I concluded I would have to go to a Cincinnati hospital before I would get relief. I had frequently been urged to try CUTICURA REMEDIES, but I had no faith in them. My wife finally prevailed upon me to try them. Presto! What a change! I am now cured, and it is a permanent cure. I feel like kicking some doctor or myself for suffering three years when I could have used CUTICURA remedies. H. JENKINS, Middleboro, Ky.

'Complete Treatment \$1.25,

Consists of CUTICURA SOAP (25c), to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA Ointment (50c.), to instantly allay itching, irritation, and inflammation, and soothe and heal, and CUTICURA RESOLVENT (50c.), to cool and cleanse the blood. A SINGLE BAZ is often sufficient to cure the most torturing, disfiguring skin, scalp, and blood humors, rashes, and irritations, with loss of hair, when physicians, hospitals, and all else fail. Sold throughout the world. POTTER DRUG AND CHEM. CO., Sole Props., Boston. "How to Cure Itching Humors," free.

Millions of Women Use Cuticura Soap

Exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and healing rough, and sore hands, in the form of ointment, for curing irritations, inflammations, and chaps, or too free or offensive perspiration, in the form of washes for alternative weakness, and for many sensitive antiseptic purposes which readily suggest themselves to women, and especially mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other toilet or domestic soap, however expensive, it is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP all ONE PRICE, viz., TWENTY FIVE CENTS, the best skin and complexion soap, and the best toilet and baby soap in the world.

In transporting soldiers the railroads allow each man 150 pounds of baggage, and anything over that amount will be charged for. This is in accordance with a ruling by the United States attorney general.

An excursion will run over the Rio Grande Western tomorrow to Castilia Springs, the rate being \$1.25 for the round trip. A special train will leave here at 8:45 a. m. and returning will leave Castilia at 10:30 p. m.

On Thursday the Twentieth ward members will spend the day at Lagoon. At 4:30 in the afternoon a special train will run out to the resort to accommodate the baseball team. The Bankers will play Z. C. M. I., and as both teams are good ones a fine game is expected. It is probable that the business houses will have a half holiday that afternoon.

The plans for the new Chillicothe railway are beginning to assume definite and tangible form, and everything over that the aggressive spirit now being taken by the Lynn Canal Shore line, which will connect the terminal of the Chillicothe road with Skagway. The Skagway Budget says a trip has been made by the directors of this new road on the steamer Mabel, for the purpose of inspecting the survey of the proposed line. L. D. Kinney, formerly of Salt Lake, is named as the promoter of the enterprise.

The strikers met at Winnipeg, Manitoba, today and passed resolutions asking citizens not to patronize the Canadian Pacific trains, excursions, etc. A committee was also appointed to wait on the employers whose annual excursion to Rat Portage, requiring five trains, is to be held Thursday next, asking that it be canceled. Other railway orders exercise strong feeling in favor of the strikers, and all have recently held secret meetings. The company has asked a circular stating the side of the case. This was sent to provincial points and will not be made public until tomorrow. Officials are silent.

WHAT IS SALT LAKE'S POPULATION?

GUESS!

... A CHANCE FOR SCHOOL BOYS AND GIRLS ...

THE reports of the census enumerators of this city are now in Washington. In a short time the figures will be announced. To stimulate interest among our school boys and school girls in the subject, the Deseret News has decided to offer ONE STANDARD DICTIONARY, value \$1.00, to the boy or girl who first guesses nearest the correct figures. The only conditions are that each guesser shall have been enrolled in one of the schools or colleges of Salt Lake, or at the Utah University during the year just past, and that each shall be limited to one guess. In case of a tie, the ownership of the dictionary shall be settled by lot. The guesses will be received daily, in the order in which they are received. The "News" has arranged to receive the figures by wire from the census office in Washington as soon as they are known, and the first guess received, coming nearest the correct figures will be awarded the prize. No guesses will be received except those regularly filled out on the guess coupon below. Cut it out and send it with your name, your address, the school you attended and the figures, plainly written, to

The DESERET NEWS CENSUS DEPT.,
SALT LAKE CITY, UTAH.

GUESS COUPON.

My guess of the population of Salt Lake City, as shown by the census of 1900, is

Signed: _____
Address: _____
School: _____

A Guide to Guessers:

Population of Salt Lake

1850	6,157
1860	8,236
1870	12,853
1880	20,703
1890	44,843
1900	?

GARDNER DAILY STORE NEWS:

We know the boy will need a new suit pretty soon.
We know you can't do better than come here.
We know these suits are a third less than their value.

We know they would be marked original prices if it were not for one reason:
Old sizes and broken lots.
Maybe only one of a style.
Maybe half a dozen of a style.
The ones for ages 3 to 8 are little vest style.
The ones for ages 8 to 16 are regular double breasted style.
They're all made up to Gardner standard.
Which means made for hard wear.

\$2.00 suits for \$1.50; \$2.50 suits for \$1.75;
\$3.00 suits for \$2.25; \$3.50 suits for \$2.50;
\$4.00 suits for \$3.00; \$5.00 suits for \$3.75;
\$6.00 suits for \$4.50; \$7.50 suits for \$5.75.

ONE PRICE J. P. GARDNER, 136 and 138 Main.



THE GOOD HOUSE WIFE

Whilst busy with her spring cleaning, should remember that now is the time to exterminate Bugs, Cockroaches, Moths, etc. Our Japanese Powder, Liquid Insecticide and Camphor Cakes will do the work effectually. For sale only by the old reliable

Godbe Pitts Drug Co.
SALT LAKE CITY.

YES, WE KNOW IT'S HOT,



Boys' and Children's Shoe
Bargains this week.

But you won't mind the heat if you wear one of our cool Crash Suits, that we are selling for—

\$3.75

They are the same styles as we sold through the season at \$5.00, \$6.00 and \$8.50.

Just a few left for economical people to take advantage of. If you haven't seen these Suits you had better see them right quick and be satisfied.

CHILDREN'S WASH SUITS AT MARKED-DOWN PRICES.

Our latest style blouse suits in crash and fancy duck, neatly trimmed and finished. The sizes run from 3 to 12 years. We are now selling them at following low prices:

All our \$3.00 Suits at	2.50	All our \$2.00 Suits at	1.50
All our \$2.75 Suits at	2.25	All our \$1.75 Suits at	1.25
All our \$2.50 Suits at	2.00		

THE SIEGEL CLOTHING CO.,

61, 63, 65 MAIN STREET.