

IF HAPPENS IT'S IN THE HERALD

SALT LAKE CITY, UTAH, MONDAY, NOVEMBER 20, 1905

WEATHER FOR SALT LAKE Probably Fair. Silver, 86c per ounce. Copper, casting, 15 1/2c per pound. Lead, in ore, 23.50; New York, 25.15

LODGING HOUSE FIRE IN GLASGOW

Thirty-Nine Unfortunates Perished in the Flames and Smoke.

PASSAGE WAYS BLOCKED HORRIBLE SIGHT PRESENTED BY THE DEAD.

GLASGOW, Nov. 19.—The most terrible fire that has occurred in Great Britain for many years broke out here today in a cheap lodging house for men in Watson street, and resulted in the loss of thirty-nine lives and the severe injury of many others.

Horrible Sight.

The dead were mostly workmen in the prime of life. They presented a horrible sight, their blackened faces bearing evidence of terrible struggles to escape.

It appears to be the custom of these lodgers to sleep in a nude condition, and the march of the survivors to the police station was a fantastic one. Some had snatched the covers of the beds and others their trousers, while many were nothing.

CLUNIE WANTS TO TESTIFY

Former Insurance Commissioner of California Takes Exceptions to McCurdy's Testimony.

BANQUET TO PREMIER.

Italian Statesman Makes Cheering Speech at Naples.

RUSSIAN PRISONERS BECOME MUTINOUS

Tokio, Nov. 19, 6:30 p. m.—A telegram from Nagasaki says that 300 of the Russian prisoners of war bound for Vladivostok on board the vessels Vladimir and Boronoff, have shown signs of mutiny.

CHURCHMEN PROMOTED.

Mexico City, Nov. 19.—The Mexican Herald's Rome correspondent cables that Bonaventura Cetti, secretary of the apostolic delegation in Mexico, has been appointed auditor of the delegation at Washington.

STAMPER HILDA GOES TO BOTTOM

Over 100 Lives Lost Off the North Coast of France.

STRUCK DURING A STORM PARTICULARS OF THE ACCIDENT ARE FEW.

LONDON, Nov. 19.—The Southwest-ern railway's ex ss channel steamer Hilda was wrecked this morning off St. Malo, on the north coast of France, and it is believed that 100 or more of her passengers and crew were drowned.

Only Six Saved.

The company's steamer Ady, outward from St. Malo, rescued five of the passengers and one of the crew. These are now on the way to Southampton. There is an unconfirmed report that seventy have been saved.

Passengers Were Asleep.

The majority of the crew and passengers were asleep at the time. Two boats were lowered, one of which contained five men, who arrived at St. Servan.

EXACT LOSS UNKNOWN.

It seems certain, however, that Only Six Were Saved.

Nude Survivors.

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NEW GROUP OF CARDINALS.

Pope Pius X Inclined to Favor the Clergy of Venice.

RETURN OF THE MIKADO FROM TEMPLE OF ISE

Tokio, Nov. 19, 4:30 p. m.—The emperor returned to Tokio today after worshipping at the Temple of Ise. Eager crowds were at the railway station to greet him.

WILL FURNISH CUTICLE.

Salem, Ore., Nov. 19.—The sympathy of the Salem hospital has led them to contribute yesterday 100 grs of skin from their bodies to be used on that of Germaine Le Pointe, an elderly man.

PROGRAMME IN KOREA.

Further Details of the Convention With Japan.



BRISTLING WITH INFORMATION FORTY-TON STEEL INGOT IS BURIED

Midvale Company Would Not Sell or Use the Metal in Which a Couple of Workmen Met a Horrible Death a Week Ago.

PHILADELPHIA, Nov. 19.—At Midvale today a forty-ton steel ingot, permeated with the blood and bones of two workmen, were buried with the solemn rites of the Roman Catholic church.

WENT OVER THE BOUNDARY LINE

Portland Police Raided a Gambling Joint in an Adjoining County and Trouble in the Courts Will Likely Follow.

BURNING BOOZE AT BROADFORD, PA.

Bonded Warehouse Containing 810,000 Gallons of Whiskey Makes Spectacular Fire and Endangers the Town—Loss \$4,000,000.

CONNELLSVILLE, Pa., Nov. 19.—At the A. Overholt distillery at Broadford today, 10,000 gallons of whiskey furnished a spectacular fire, entailing a loss of \$4,000,000.

WILL FURNISH CUTICLE.

JUBILANT JAPS.

BARELY ESCAPED DEATH.

JEWISH RELIEF FUND.

RUSSIAN 'REDS' ARE DEFEATED

Strike Called Off With No Prospect of Renewal.

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ST. PETERSBURG, Nov. 19, 1:35 a. m.—After the severe reverse which they suffered early yesterday morning, when at the end of a seven-hour debate the council of workmen decided to abandon the industrial strike, the leaders of the extremist socialist factions of the St. Petersburg workmen are again engaged in a hard and apparently losing fight in defense of a resolution for an eight-hour day.

RUSSIAN 'REDS' ARE DEFEATED

When the council convened last night a socialist representative introduced an amendment to the resolution calling for the strike, providing that the men should return to work hereafter for an eight-hour day, laying down their tools at 4 o'clock in the afternoon instead of 6, while insisting on the same rate of pay.

Time Not Opportune.

A number of orators even questioned the wisdom of an eight-hour day itself, declaring that Russia at present was not ripe for it, while others who are in sympathy with the movement for a shorter day declared that it would not be wise to fritter away their strength at this time, when a great and decisive combat in January was imminent.

Were No Riots.

Apprehensions that the defeat of the Reds in the contest of yesterday might lead to take violent measures were averted by the refusal to close their places of business Saturday when ordered by the police.

New Party Formidable.

The refusal of the affiliated organizations in the interior to respond to the call and the revolt of many of the better classes of workmen here against the dictation of political agitators and walking delegates by no means represents the full measure of the real defeat of the strike movement.

Situation at Moscow.

Interest has now shifted to Moscow, where the zemstvo congress opened yesterday. The members of the new party from all parts of the country have gone there to make a fight in the congress for a union of all the conservative and liberal elements to hold up the hands of Count Witte, to condemn the political strike, to seek further political salvation through the doors of the zemstvo.

No Sympathy for Poland.

The failure of the strike has shown the country as a whole how little sympathy there is with Poland in her demand for complete autonomy. At Moscow the railroad men refused to strike on the ground that they did not sympathize with the Poles in their struggle against the Russian empire.

COLON OUTSIDE THE CANAL WORKS

San Cristobal to Become the Chief City on the Isthmus.

PLANS OF THE ENGINEERS FINAL REPORT BY THE END OF NEXT MONTH.

WASHINGTON, Nov. 19.—The board of consulting engineers of the Isthmian canal commission has decided to substitute Brussels for Paris as the meeting place of the foreign members next January. The reason for this decision is that Brussels is more conveniently situated for several of the members.

Great Harbor at Limon.

The plan as adopted by the board would make Limon, one of the greatest harbors of the world, through the middle of the Isthmus. A breakwater will be built and a shorter breakwater will be built from San Cristobal, which is American territory, thereby leaving the canal open to the republic of Panama, outside of the American canal works.

On the Pacific Side.

On the Pacific side at Panama the plans as adopted yesterday are also different from those of the French canal ends at La Boca, and it was found as one of the difficulties that the Rio Grande, with its many branches, crosses the French canal route.

Board in Two Groups.

The plans for constructing a lock canal at thirty feet altitude were never discussed, and from the beginning the board was divided into two groups, of eight and five members, one in favor of sea level plan and the other in favor of a lock canal.

Cost of Canal \$230,000,000.

The cost of the sea level canal is estimated by the engineers at about \$230,000,000. Although this amount seems very large, it is actually less than necessary for the construction of the lock canal, it is claimed by the advocates of the sea level plan to be in reality only comparatively slightly higher.

Fifteen Years' Time.

As for the time it will take to construct the sea level canal, several members of the board today expressed the opinion that the construction of the sea level canal will not in reality take so very much more time than that of the lock canal, and that if no unexpected difficulties are met with it should not require more than two or three years additional.

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