

The Ogden Standard.

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WEATHER—Tonight and Sunday
Generally Fair; Not Much Change in
Temperature.

FEARLESS, INDEPENDENT, PROGRESSIVE NEWSPAPER

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GEN. HUERTA TO RESIGN

Plans to Quit Post in Favor of New Minister of Foreign Affairs.

HOPES TO MAKE PEACE

New Minister to Arrange Terms of Peace Which Will Be Virtual Surrender.

Washington, July 11.—Information was received from Mexico City by diplomats here today saying General Huerta would resign within two or three days in favor of Francis Carbajal, newly appointed minister of foreign affairs.

It was learned that the appointment of Carbajal, who took office yesterday is part of a general program by which it is hoped to make peace with the constitutionalists.

The Huerta delegates to the Niagara conference are understood to have been awaiting this move for several days. Carbajal has long been a member of the supreme court of Mexico and on May 31 last was elected chief justice.

To Treat With Carranza.

Realizing that the constitutionalist generals would disapprove the plan for peace conferences with representatives of General Huerta, as proposed by the mediators, because they do not wish to have dealings in any form with Huerta, the suggestion was made to the Huerta group that another man be placed in power with whom the constitutionalists might feel disposed to treat.

It is believed here that Carbajal will endeavor to arrange terms of peace which would be virtually terms of surrender.

LARGEST FUEL SHIP TO BE LAUNCHED

Vallejo, Cal., July 11.—Launching of the fuel ship Kanawha, the largest oil tank steamer ever built at a United States navy yard, was set for today at the Mare Island navy yard. The honor of christening the vessel was entrusted to Miss Dorothy Bennett, daughter of Captain F. M. Bennett commandant at Mare Island. The Kanawha is steel built, 475 feet long, and with a 56-foot beam. Her displacement will be 14,500 tons and she will have a speed of 14 knots when loaded. Her fresh water tanks have a capacity of 324 tons, her fuel bunkers a capacity of 489,200 gallons, and her cargo tanks 2,260,000 gallons of oil. The Kanawha was built in seven months, establishing a navy-yard record.

CARRANZA GIVES OUT STATEMENT

Will Carry Out Plan of Guadalupe and Continue Struggle Until Peace Is Established.

San Antonio, Tex., July 11.—General Carranza, the constitutionalist chief, issued a statement here today reiterating his intention of carrying out the plan of Guadalupe.

He announced: "I shall continue to struggle to establish throughout the republic a government as possible and will immediately call elections which will result in the re-establishment of constitutional order in Mexico."

Carranza to Call Congress.

According to the amendments of the revolution plan upon assuming control of the government at Mexico City, General Carranza would call at once a congress of his military leaders and representatives of the rank and file who would be spoken for by one delegate from every thousand men. This body would adopt a plan for the holding of elections and a program for what policies should be put into effect by the functionaries who might be elected. It was stated positively that "no constitutionalist chief could figure as a candidate for president or vice president."

The official statement showed that the argument had been spirited at times, but it reflected a final accord of the delegates of Villa's northern military division and those representing the division of the east as spokesmen for General Carranza. At the beginning of the sessions which extended over nearly a week, the Villa

delegates requested that Carranza name a "responsible cabinet" naming various persons as those who would be acceptable to replace the present members of the provisional cabinet.

The Villa delegates modified their suggestion and all delegates agreed to present a list of names from which could be chosen a "directing committee of the government. They were: Iglesias Calderon, Luis Gabrera, Antonio L. Villarreal, Miguel Silva, Manuel Bonilla, Alberto Pani, Eduardo F. Hay, Ignacio L. Pesqueira, Miguel Diaz Lombardo Jose Vasconcelos, Higuera Alessio, Robles, and Federico Gonzales Garza. Three named were members of the conference.

An important act of the conference was directed against the clergy which had taken part in the present revolution. The statement said: "In connection with some recommendations regarding the agrarian problem, that members of the Roman Catholic clergy who actually or intellectually had assisted the usurper Victoriano Huerta should be punished."

DISTRICT FORESTER E. A. SHERMAN ON A VISIT

District Forester E. A. Sherman came down from Idaho last evening and remained in Ogden for a short conference with the foresters of the various departments on general business connected chiefly with land classifications.

Mr. Sherman has temporary headquarters at Washington where he was detailed to go the early part of the year to take up special work respecting land classification. He is looked upon as among the most competent men of the forest service on land questions and the department desired him to handle that part of the business until such time as it could be placed on a proper basis of operation.

While Mr. and Mrs. Sherman like Washington as a residence city, they delight in the west and Mr. Sherman says he is always pleased to visit Ogden. He will continue his journey east the early part of next week.

JOSEPHINE HUSS IS GIVEN \$2438 BY JURY

The condemnation suit of Ogden against Josephine Huss et al., was concluded before Judge James A. Howell, and C. A. Fowers, Elsworth Weaver, Jr., H. L. Griffin, Henry M. Mack, Valasco Farr, J. E. Williams, Sr., George Hill and Joel J. Harris, as jurors, today.

The amount of land in controversy is 319 by 132 feet on Twentieth street and Washington avenue, and it was valued by real estate men at from \$70 to \$85 per front foot. The verdict of the jury was for \$2073.50 for the land and \$365.30 damages.

The judgment was for the defendants J. H. Riley and J. E. Evans, administrators of the estates of W. E. and George Watson, deceased. These defendants demanded a separate trial. City Attorney Valentine Gideon states that the city is content with the verdict and will likely settle with Josephine Huss on that basis.

A NEW ASSISTANT CITY ATTORNEY

Speaking of the appointment of David S. Cook to the position of assistant United States district attorney, City Attorney Valentine Gideon stated that he expects Mr. Cook to remain in Ogden and attend to the duties of assistant city attorney until August 1, at which time he will be prepared to suggest his successor.

Mr. Gideon would give no information as to the successor.

Mr. Cook has been assistant city attorney since the beginning of the year. He was campaign manager for Mayor A. G. Fell and has been a prominent worker in the Democratic party of the county and city.

GUEST OF MRS. FIFE.

Mrs. Dr. A. H. Taylor and daughter of Salt Lake are in Ogden visiting with Mrs. Taylor's sister, Mrs. W. W. Fife.

HUBBY LOSES JOB, HIS WIFE GETS IT



Mr. and Mrs. Charles O. Sethness.

Because he voted to oust Mrs. Ella Flagg Young from the school superintendency of Chicago, Charles O. Sethness, member of the board of education of that city, was asked to resign by Mayor Carter Harrison. Then the mayor named Mrs. Sethness, the ousted member's wife, for the vacancy. Mrs. Sethness is an ardent supporter of Mrs. Young.

OCTOBER 1, DATE FOR NEW RATES

Railroads Must Then Put in Effect Reductions to Inter-mountain Country.

Washington, July 11.—The effective date of the interstate commerce commission's intermountain rate orders, recently sustained by the supreme court, has been advanced to October 1, to enable the railroads to compile and publish the tariffs to be put in effect.

The slight modification of the zone boundary lines fixed in the original order have been made to make these zones on diagonal traffic from Lake Superior to the South Pacific coast and from Galveston on to the North Pacific coast conform with the zones already fixed in tariffs applicable to class rates.

At a hearing early in October, the railroads will be afforded an opportunity to show that on certain articles which take a through rate to the Pacific coast of \$1 or less per 100 pounds for carloads and \$2 or less for less than car loads, greater relief ought to be granted.

Some articles are exempted from the long and short haul provision of the law after October 1, as follows: Sulfate of ammonia, chloride and carbide of calcium, canned fruits, corned meats, mince-meats, tomatoes, green coffee, cotton piece goods, hardware and tools, pig iron, structural iron, iron fence, iron posts, iron pipe, wiring, fencing, paints, papers, rice, radiators, sectional boilers, pig and slab tin, and insulated copper wire. These articles will take a higher rate to intermediate points than to Pacific coast terminals, chiefly because of the water competition to the Pacific coast.

MAGGIE CASEY FILES A COMPLAINT FOR A DIVORCE

This afternoon in the district court Maggie Casey filed a divorce complaint against J. W. Casey asking for legal separation, general relief and restoration of her maiden name, Maggie Fleming.

The complaint avers that the parties married November 22, 1898, and that since 1908 the defendant has absented himself from the home and has failed to provide the necessities of life.

MARRIAGE LICENSES

Marriage Licenses—Marriage licenses have been issued to Orin Block of Stanley, Wyo., and Ethel Mills of Big Piney, Wyo., and to Chester F. Chrisman of Big Piney, Wyo., and Mrs. Edna McLean of Stanley, Wyo.

M. E. INGALLS DIES SUDDENLY

Well Known Railroad Man and Financier Succumbs to Heart Failure.

CHAIRMAN OF BIG FOUR

Former Powerful Figure in Vanderbilt Group and President of C. & O.

Hot Springs, Va., July 11.—Melville E. Ingalls, financier and railroad man, died here early today of heart failure.

The body will be taken to Cincinnati tomorrow and the funeral will be held Monday at the Unitarian church.

Pallbearers Selected.

These pallbearers have been selected: Charles P. Taft, John W. Warrington, Harry Geat, Arthur Sperr, Frank Wiborg, Judson Harmon, E. F. Osborn, J. C. B. Scarborough, W. W. Brown, Joseph Wilby, William Worthington and C. E. Holmes, all of Cincinnati, and George Simson of Los Angeles.

Besides the widow and daughter, Mr. Ingalls is survived by four sons, Melville E. Ingalls, Jr., and Fay Ingalls of Chicago, and Albert S. Ingalls of Cleveland. No statement was made here today on behalf of the family as to the extent of the dead man's estate, further than that there is a will and that his death having been anticipated, his affairs had been set in order.

It was said he withdrew from all active business some time ago and had disposed of many of his interests to those whom he wished to have them after his death.

Chairman of Big Four. Until two years ago he was chairman of the board of directors of the Big Four railroad, the transportation line with which his name was most closely identified, although he was a powerful figure in what generally are known as the Vanderbilt group of railroads. Besides his home here, he had a home in Cincinnati and a new one in Washington, D. C.

Mr. Ingalls was born at Harrison, Maine, in 1842. He was reared on a farm and educated at Bowdoin and Harvard. His career as a railroad man and financier began in 1870, when he came here and a year later received of the old Indianapolis, Cincinnati & Lafayette railroad. In the reorganizations he created the Chicago and later consolidated it with other railroads forming the Big Four system, of which he was chairman. He was president of the Chesapeake & Ohio from 1889 to 1900—was Democratic candidate for mayor in 1903, and president of the National Civic Federation in 1905. He was also interested in banking in Cincinnati.

BLAME PLACED FOR DISASTER

Commission Holds Storstad to Blame for Loss of Empress of Ireland.

Quebec, July 11.—The collier Storstad is held to blame for the Empress of Ireland disaster, in the findings of the wreck commission, handed down today. The commission holds that the disaster was due to the Storstad's change of course ordered by the third officer without instructions from the first officer, who was in charge of the collier at the time. The Empress was sunk in the St. Lawrence on May 29 with a loss of more than 1000 lives.

The inquiry into the disaster was begun in Quebec on June 16 by a commission composed of Lord Merz, formerly presiding justice of the British Admiralty court; Sir Adolphus Routhier of Quebec, and Chief Justice McLeod of New Brunswick.

The commission were assisted in their work by Commander F. W. Caborne of the British Royal Naval reserve; Professor John Welsh of New Castle, England; Captain Demers of the wreck commissioner and Wreck Engineer Commander Howe of the Canadian naval service. Commander Caborne and Professor Welsh were nominated by the British board of trade. Lord Merz also presided over the inquiry into the Titanic disaster.

The collier's third officer found responsible is Alfred Tuftenes. He was on the bridge when the crash came and the report holds that "he was wrong and negligent in keeping the vessel in the narrow channel, and in failing to call the captain when he saw the fog coming on."

The report says the disaster was not due to any special characteristics of the St. Lawrence. It was a disaster which might have occurred in any river in similar circumstances. Conflict in Testimony. The report notes a radical conflict in the testimony of officers of the Empress and of the Storstad. The witnesses from the Storstad, reads the report, "say they were approaching so as to pass red, while those from the Empress say they were approaching so as to pass green to green. The stories are irreconcilable. We therefore have

PRINCE AND DUKE RUN NECK AND NECK IN RACE FOR \$10,000,000 U. S. WIDOW



Mrs. Philip Van Volkenburgh.

The race for the charming Mrs. Philip Van Volkenburgh of New York and her doubly charming millions has now reached the final elimination races in which the Portuguese Duke of Oporto and the Austrian Prince Wolf Metternich are running neck and neck. It is whispered, however, that the fair lady slightly favors the Austrian prince, at whose great castle in Hanover she is soon to be a guest.

thought it advisable to found our conclusions almost on events spoken of by the witnesses in order to arrive at the solution.

"We have come to the conclusion that Mr. Tuftenes was mistaken if he supposed there was any intention on the part of the Empress to pass port or that she, in fact, by her lights manifested the intention of doing so, but it appears to us to be a mistake which could have been of no consequences if the ships had subsequently kept their courses.

Course of Ships Changed. "Shortly after the ships came into the position of green to green, as claimed by Captain Kendall, or red to red, as claimed by Mr. Tuftenes, the fog shut them out from each other, and it is while they are both enveloped in this fog that the course of one or the other was changed and the collision brought about. Therefore, the question as to who is to blame resolves itself into a simple issue, namely, which ship changed her course during the fog.

"There is in our opinion no ground for saying that the course of the Empress of Ireland was ever changed in the sense that the wheel was willfully moved, but as the hearing proceeded another explanation was propounded, namely, that the vessel changed her course not by reason of any willful alterations of her wheel, but in consequence of some uncontrollable movement."

This, it was suggested, might have been due to an insufficient area of rudder or some mishap to the steering gear, but, says the report, "we are of the opinion that allegations as to their conditions are not well founded."

NINE BALLOONS IN TRIAL RACE

Third American Entrant in International Cup Contest to Be Decided.

St. Louis, July 11.—Nine balloons will sail from here late this afternoon in the national elimination race to determine the third American entrant for the international race that will start from Kansas City.

The race is for the James Gordon Bennett cup and each competing country is entitled to three entrants. The first two American entrants are the men who got first and second place in the last international race—R. H. Upson of Akron, Ohio, and H. E. Honeywell of St. Louis. The third entrant will be the aeronaut who makes the longest flight in an air line in the race today.

The inflation of the bags was to begin at 1:30 o'clock this morning and a specially prepared gas will be used.

Each balloon has a capacity of 30,000 cubic feet and the aeronauts will sail equipped for a long flight. The record for American flights was made in 1910 by Allen R. Hawley, who flew from St. Louis to Lake Tichotogama, Quebec, a distance of 3,172 3/4 miles. The world's record was made by Maurice Benaim of

INNES REVIEWS THE DENNIS CASE

Woman Talked of Murder Plan in Reno While Obtaining Her Divorce.

ENGAGEMENT DENIED

Lawyer in Portland With Wife—Will Soon Move to Salt Lake.

Portland, Ore., July 11.—Mrs. Eloise Dennis, who disappeared after writing her mother in Atlanta that she had killed her sister and would kill her brother, talked about such a plan with Victor E. Innes, former assistant United States district attorney of Nevada, as long as a year and a half ago. Innes said here today he asserted that she told him that on one occasion she had tried to shoot herself, but when the revolver missed fire three times she rather lost her nerve."

Innes was her counsel in a successful suit for divorce which she brought in Reno at that time. He lives here now.

"I haven't the slightest idea where in the world either of the women are," he said. "At the time of the divorce proceedings Mrs. Dennis told me she had planned once or twice to commit suicide. She also said she had planned to kill her sister. She said she would like to get the divorce settled and end her own life. She showed a great affection for her son and said she would like to kill herself so that \$20,000 or \$30,000 life insurance she carried could go to her boy."

Denies Engagement Reports. Innes denied all reports connecting him with Mrs. Dennis, except that he had aided her as attorney in getting her divorce. He said all he had heard from her since the divorce was granted was in letters settling business connected with the divorce.

Innes said the report from Atlanta about a woman representing herself to be Mrs. Mims, or Mines, was new to him, as he had no aunt by that name. He denied also that he had been in Atlanta or that he was negotiating any Mexican investments.

Innes emphatically denied the report that he ever had been engaged to Mrs. Dennis.

"I have a wife with whom I have been ever since we came from Nevada," he said.

Innes maintains a residence in Portland, but he soon will move to Salt Lake.

Innes said when Mrs. Dennis came to Reno and Carson for her divorce, he was impressed that she was out of the usual run of divorce-seekers which came to these two cities and that as her story was plausible he had been in Atlanta or that he was negotiating any Mexican investments.

CARPENTERS WIN IN LONG FIGHT

Chicago, July 10.—An injunction which for nearly two years restrained the members of the United Brotherhood of Carpenters and Joiners from picketing and taking other action in its strike against the Anderson & Lind Manufacturing company, was dissolved today by Circuit Judge Heard.

The dissolving order was entered on the motion of a master in chancery, before whom testimony in the injunction suit was taken.

Union Files Suit. Immediately after the restraining order had been set aside the union officials filed suit for the recovery of \$250,000 damages against the Anderson & Lind Manufacturing company, the Paine Lumber company of Oshkosh, Wis., and the McMillan Lumber company of Racine, Wis., and other "firms and corporations to be named later," all of which were described as "the lumber trust."

The \$250,000 is asked to cover attorney fees court expenses in the injunction suit, salaries of officers, loss of time for union members and reimbursement for the alleged loss of contracts while the injunction was pending.

DISTURBER IV A FAST FLYER

Chicago, July 10.—"She'll do a mile a minute or better," was the confident assertion tonight of James A. Pugh at the conclusion of the second day's trial of his new hydroplane "Disturber IV," the American entry for the Harmsworth trophy.

Traveling in a calm Disturber IV covered 20 miles at the rate of 45 miles an hour.

During the trial H. F. McCormick, in his flying boat, going about sixty miles an hour, passed over the Disturber IV.

"I'm going to try to beat that aeroplane tomorrow," Pugh said later. "I'll do it if the boat comes up to expectations."

The Disturber IV will be given a thorough test on Saturday.

BASEBALL SUNDAY AT FAIR GROUNDS, 3:30. OGDEN VS MURRAY DON'T MISS THE BIG GAME.