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MOTOR RACING.

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Great Resistance of Five Revolutionists, Three of Whom Escaped.

Five young men left Odessa by an evening train for the little township of Krivoye-Osero. They were seen by a private watchman to proceed, one by one, to an empty cottage. The watchman reported the incident to the chief police inspector, who forthwith ordered the sergeant to investigate. The latter took with him two gendarmes and a couple of Cossacks. An entrance to the empty cottage was demanded, but no reply was given. The sergeant ordered his men to force the door. On the moment he was stretched dead by two shots from a window and one of the gendarmes was badly wounded. The police inspector now hurriedly sent to the neighboring garrison for assistance, which came very quickly in the shape of fifty infantrymen and fifty Cossacks.

Again the inmates of the cottage were called upon to surrender and again there was no response. The military then advanced and opened a volley attack. This was instantly checked by the well-aimed fire of five magazine revolvers. This step and defense then continued for eighteen hours, and the improved military was delivered another volley. The cottage door was then opened by a young man in a red shirt, who flung down his revolver. Close within the threshold lay the body of one of his companions, but the other three had escaped.

The one prisoner captured explained to the commandant that his dead comrade had not fallen by a military rifle. "He had been wounded in the shoulder, and with the last cartridge in his revolver had shot himself through the temple. It is believed that the empty cottage was being utilized as a bomb factory.



Walter Neal and his children.

San Francisco (Special)—Thrilling refugee stories were brought here by forty passengers who arrived from Mexican ports on the Pacific Mail steamer Newport.

How two of their number were treacherously trapped and slain by Mexicans on April 26, at the El Favor mine, in the state of Jalisco, and how the balance of their small gang fought off the Mexicans for hours until rescued by a detachment of federal troops, was told for the first time by Walter Neal, mine manager, and his companions, all of whom returned on the steamer.

The two who were killed were George E. Williams, an Englishman, and C. B. Headley, an American. Neal said the Mexicans attacked them while the men were at dinner. The Mexicans attacked the mine office, where they stole 40,000 pesos.

Headley and Williams ran out to investigate and were surrounded. Both men were armed. The Mexicans assured them if they gave up their arms they would depart quietly. As soon as they had surrendered their arms the Mexicans fell upon them and stabbed them to death.

Leave Wounded Companion. With Neal were H. L. Wilson, A. B. Brown, Frank Reimer and Ted Bird. At the base of the mountain the men passed for breath. Then with a start, observing the instrument, she stopped as if enraptured. Clapping her hands in ecstasy, the soprano deigned herself of the following lyrics: "The Danish savages have killed my parents and my only brother; they have burned our cottage and stolen our cattle; but heaven be praised, they have spared my piano! mine shall be my consolation. And now ladies and gentlemen with your kind permission I shall recite that beautiful selection entitled 'The Maiden's Prayer.'"—Harpers' Weekly.

The Dangers of the House-Fly. The troublesome little pest that we call the house-fly, and that zoologists call Musca domestica, was the subject of a lecture by Mr. Gordon Hewitt, lecturer on economic zoology in the Victoria University, at the annual soiree of the Microscopical Society in Manchester. Mr. Hewitt has made a special study of the house fly, but he has not been able to discover that it renders any service. He showed, on the other hand, the mischievous part played by it in the distribution of disease-producing bacteria. The feet of the fly and other parts of its body are so formed as to make effective carriers of germs, and as an illustration of what a single fly can do in this way he showed a photograph of a culture plate upon which a captured fly had been allowed to walk. In the track of its feet colonies of bacilli had grown. It had been proved, he said, by experiment, that flies could carry such bacteria as those which cause anthrax cholera, tuberculosis, and typhoid fever. Altogether the house-fly does not seem to be quite so innocent as he looks.—Westminster Gazette.

THE BARONNESS MONCHEUR ON VISIT TO HER PARENTS IN U. S. Baroness Moncheur, daughter of General and Mrs. Powell Clayton, of Arkansas and Washington, D. C., is now in Washington making her annual visit to her parents. Baroness Moncheur is one of the four hands of the Belgian minister, after the name of whom is the wife of the British minister to Cuba, another is the Countess de Sibour, and the fourth is the wife of Major S. G. Jones of the army.

SHE'S BEST WOMAN GOLFER IN ENGLAND. By defeating some of the cleverest women golfers during the recent tournament for the woman's golf championship of England, Miss Cecilia Leitch won the title in the presence of a gallery of enthusiastic golfers of both sexes. Among the well known golfers who went down to defeat through the clever play of Miss Leitch were Miss Grant Suttie and Lady Ravenscroft.

Duty and desire begin with the same letter and that letter generally marks the parting of the ways.—Deseret News.

the ship. "My principal concern now," said Jenkins, "is for the safety of my sister, who was taken away from me by Mexican federals and returned to Toluca. My parents are now in Toluca, having come to the States on a visit.

Glad to Bunk With Chinese. D. E. Baldwin, formerly a Minneapolis newspaper man, who for the last twelve years has been ranching sixty miles south of Manzanillo, said he was a refugee in the true sense of the word, for he was one of the few white men who slept and ate with the Chinese in the steerage on the vessel from Manzanillo.

"However," said Baldwin, "I am not proud, and I am glad I am alive. I left my wife and five children on half an hour's notice on April 26, packed the federal lines and made my way to Mazatlan on muleback.

"My wife, who is a Mexican, is with her parents, and I was assured she and the children would be protected. As for myself, the federal officers told me that they could not give me any guarantee of protection and advised me to depart without delay.

W. E. Sullivan, wife and two children, were among the refugees who escaped from Toluca, across the border into Guatemala. They left all their property, including a moving picture outfit. They were told by the colonel of the federal garrison that he could not answer for their lives if they did not get out in twenty-four hours.

"We were twenty-three hours to the good," said Sullivan. Mother Sick; Flees. With a two weeks' old baby in her arms and a little girl four years old at her side, Mrs. H. M. Sundt told of the harrowing experiences of the flight of her husband and herself from the Cuicatlan mines, sixty miles north of Guadalajara.

"My baby was sick and I was in no condition to travel when word came to us through the British consul at Guadalajara that we had better leave the mines at once and come to town," said Mrs. Sundt. "The war came none too soon, for many Mexicans who had heard of the occupation of Vera Cruz and greatly exaggerated stories of its capture gathered about the mine and cried, 'Death to the Gringos!'

"We prepared to go on for a three days' journey on mules back to Guadalajara. We lost our way and were five days in making the trip." Mrs. Sundt was unable to leave the boat unassisted.

The Relation of Road Racing to Construction.

An automobile manufacturer of wide repute said, recently: "At the present time there is a strong feeling against racing automobiles on tracks, and perhaps this is justified in view of recent fatalities; but there is another side to the story. The big road races which are held abundantly in contests like the Vanderbilt Cup, have always been great factors in developing the industry, and I do not believe it is putting it too strong to say that were it not for these contests the racing car would be at its present state of perfection.

"To the layman racing and touring are totally divorced, yet, as a matter of fact, they are closely allied. The problems of building a successful racing car and a successful touring car are practically the same. There has never been a case where the designer who constructed a successful racing car has not been able to turn out a thoroughly reliable touring car.

"Speed is a powerful factor for destruction, and how many cars do we see which give fairly good satisfaction under ordinary conditions and yet fall down when called upon for all that is in them. Every one who has championed racing has at some time or other come across a man 'who never wanted to go more than twenty miles an hour,' etc. And while all that may be true, nevertheless the car built by a manufacturer who has made good in the racing game is, I find wanted even under the most adverse touring conditions.

"It is interesting to look back for the past two or three years at some of the successful racing cars. They were almost without exception shaft driven. The effect of this on the trade is now evident by the fact that the majority of cars are adopting the shaft drive. Some of the problems which were worked out on several of the racing cars as far back as 1904 are reflected in the latest models.

"I do not wish to put myself on record as standing up for racing as it now exists, but I do believe that the best interests of the automobile business are served by the holding of some of the races of international importance.

"The motor-car parkway of Long Island, if ever completed, will solve this racing problem by making it possible to police the course, and thus make speeding as safe as it is possible to make it. Of course there are always dangers in traveling at such tremendous speeds, but I do not think the fatalities will be as great as those which we have every year from football, swimming, horseback riding, and kindred sports."—Harpers' Weekly.

FISHING BY INDIANS.

They Are Unerring in Casting Their Nets, and Make Big Harvest.

"Lake Superior is considered the best of the Great Lakes for fish. Its water is more like that of springs than any of the others. White-fish and lake trout taken from Superior command better prices than the same fish taken from any other lake. The lake is deep water, and are frequently taken from a depth of three hundred feet. They are worth \$120 a ton, and are taken principally in gill-nets.

On the Sault St. Marie, the Indians have a novel method of catching white-fish. Two Indians go with a canoe into the rapids. One occupies the bow and the other the stern. The latter uses a paddle to keep the boat's head up stream. The former has a pole with which to steady the boat, standing upright in his place. They take with them a dip-net four feet in diameter, attached to a pole or handle fifteen feet long. This is placed ready to the hand of the Indian in the bow.

The fishing is done at the foot of the rapids, where the water boils and tumbles furiously. With his pole the Indian in the bow holds the canoe, or lets it float steadily downward, but always under perfect control.

The Indian gazes constantly into the water, which is often ten feet deep where they are fishing, and the depth of which no white man was ever yet able to school his eye to penetrate.

Suddenly he seizes the net by the handle with one hand, still manipulating the boat with the other, and plunges the net into the water, perhaps ten feet away, thrusting it to the bottom. Then he gives it a peculiar twist, draws it up, and turns out into the boat often as many as three to five pounds.

These Indian fishermen are unerring in casting their nets, and it is not an uncommon thing for them to capture three or four white-fish in a day. How they are able to see the fish in the bottom of the rapids is a mystery no one has yet been able to fathom.

Kentucky Girl Jockey. Three hundred girls are employed in the harness trade in New York, and Kentucky has a girl jockey.

Rev. Mr. Bent, vicar of Woolwich, had, after leaving Oxford, a poor place as curate. "You are the incumbent?" some one asked. "No," he replied. "I am bent with out the income."

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