

According to the reports from Revel the trouble there is not over. It appears that the crews of the torpedo-boat Abrek and the destroyer Rodou-shin, which the cruiser Fumay Azova summoned to join in the mutiny, ran their ships ashore and took to the woods. The loyal part of the crew of the Abrek opened the vessel's sea-cocks to prevent her from falling into the hands of the rebels.

The railroad stations which are occupied by troops were the scene of considerable excitement this afternoon, but trains were running regularly. The railroad men spoke in a rather despondent tone of being called on strike and it was evident that they would enter the struggle with heavy hearts.

The printers and longshoremen and a number of factory employees joined in the strike this afternoon.

A very great number of meetings have been called for tonight.

STRIKERS SING THE "MARSEIL-LAIS."

Uzovia, Russia, Aug. 4.—The situation here is very serious. At Donetsk, the center of the mining and smelting industry, a procession of over 6,000 strikers marched today singing the "Marseillaise" to the residence of Gov. Gen. Hartung and demanded the release of the strikers arrested at last night's meeting. Many of those in the procession carried clubs. The governor general refused to release the prisoners and when the processionists declined to obey a summons to disperse a detachment of dragoons swept down on them with sabres and whips, wounding about a hundred persons, some of them seriously. Wholesale arrests were made, including the leaders of the strikers.

More than 23,000 members are now on strike and 1,000 of them have organized themselves into a military body. They are armed with rifles.

The governor general today issued a proclamation announcing that attempts to destroy the mines would be severely punished and promising military protection to those willing to work.

HELSINGFORS STRIKE OVER.

Helsingfors, Finland, Aug. 4.—The strike of the employees of the street railroads and factories here is over. All the leaders of the Socialist Red Guards have been arrested and the organization has been broken up.

NUMBER OF STRIKERS.

St. Petersburg, Aug. 4.—The number of strikers in St. Petersburg this evening was officially estimated at 64,133.

EMPEROR BACK IN BERLIN.

Berlin, Aug. 4.—Emperor William returned here today from his cruise in northern waters, and drove immediately to the Marble palace, the residence of Crown Prince and Crown Princess Frederick William, to see his grandson who was born at Potsdam July 4, during the emperor's trip to Trochuham.

BRYAN IN MILAN.

Milan, Aug. 4.—William J. Bryan today visited the international exposition here. He leaves tonight for Venice where he will meet Ambassador White.

MISS SUTTON WINS.

Newcastle-on-Tyne, England, Aug. 4.—In the ladies singles Northumberland tennis championship contests today Miss May Sutton of California, beat Miss H. Atchison, 6-2; 6-1.

In the mixed doubles, open championship final, G. Hillard and Miss Sutton beat H. Laws and Miss Atchison, 6-0; 6-4.

PARLIAMENT ADJOURNS.

London, Aug. 4.—Parliament today adjourned until Oct. 23.

WORK RESUMED AT THE GREAT FALLS SMELTER.

Butte, Aug. 4.—Acting under the agreement reached last night between Supt. Wheeler of the Boston & Montana smelter at Great Falls and the Mill and Smeltermen's union, work was resumed this morning at the company's big reduction plant. Operations that were suspended in the companies' mines in this city last evening because the ore bins were full, consequently, to a shut down of the smelter, were also resumed this morning. It was agreed that the smelter management would restore the positions of the five men discharged if, after investigation, it was found they had acted in good faith in demanding of a sub-foreman the discharge of a man who had failed to pay his union dues. It was over this that the strike occurred.

FRANCE AND TURKEY.

Relations Between Them Over Tripoli Frontier Strained.

Paris, Aug. 4.—Strained relations have arisen between France and Turkey over the frontier of Tripoli adjacent to the French Sahara. Turkish troops recently occupied the disputed territory on the ground of Turkey's suzerainty over Tripoli. France's protest was ineffective, the Turkish ambassador here today receiving instructions to maintain the Turkish claims. The officials here do not expect the affair to assume serious dimensions, although the attitude of both sides momentarily is very firm. Turkey's activity is interpreted as being further evidence of Mussulman opposition to European supremacy in North Africa.

FRANCE TO REEF TAHITI.

Pape, Aug. 4.—An official denial was published today of a report from San Francisco that France was abandoning her official and military establishments on the island of Tahiti, preliminary to ceding the island to Great Britain.

BROUGHT BEFORE GRAND JURY.

Chicago, Aug. 4.—Henry C. Barlow, former president of the Evansville & Terre Haute railroad, was summoned today to appear before the grand jury which begins an investigation Monday into the Standard Oil company's relations with various railroads centered in Chicago.

LIEUT. LARNED RESIGNS.

Washington, Aug. 4.—Second Lieut. E. P. Larned of the marine corps, who is now with the legation guard at Pekin, has resigned. He is one of the Larned brothers of Princeton, who distinguished themselves as tennis players.

LE DOUX MURDER CASE.

Stockton, Aug. 4.—On the declaration of Atty. Gen. Charles Fairall for the convicted murderer, Mrs. Emma Mc-Vicar-Le Doux, that the court had not given him sufficient time to prepare counter affidavits to those of the prosecution attacking the character and mental capacity of Charles Murphy, who made affidavits that Juror Ritter has expressed his conviction during the trial that the woman should be hanged, Judge Nutter granted him until next Tuesday morning at 10 o'clock to prepare affidavits and the woman was remanded to the custody of the sheriff. Mr. Fairall filed an affidavit signed by 23 persons, headed by Father W. B. O'Connor and other clergymen of the Catholic church, in which they declared that their reputation of Murphy was good, and they did not believe he would justify to an untruth.

A MENACE TO PUBLIC HEALTH.

New Orleans, Aug. 4.—The steamer Whitehall from Colon was today declared a menace to the health of all sorts and sundry were given by the state board of health to hold her in quarantine at the Mississippi river transshipment station. The Whitehall has one of the worst fever epidemics on

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shipboard in the records of tropical shipping, having arrived here two days ago with an outbreak of Chagres fever.

With the death today of the steamer's second officer, three of her complement of 21 men have already died and 14 others are in the hospital. Quarantine officials say that when the Whitehall entered the Mississippi river with scarcely enough well men to run her, so great was the amount of dirt and swarms of flies on her decks that the nerves of experienced physicians were shaken as they boarded her. The steamer will not be permitted to come to New Orleans under today's orders even after the fever is cured.

DID SALT LAKER KILL TWO NATIVES?

George L. Hickey, Recently Returned From South America. Talks of Riot.

PROBABLE CAUSE OF TROUBLE

Alfred W. McCune, Jr., Likely Driven To Desperate Resort to Protect Life and Property.

George L. Hickey, formerly car service agent and trainmaster on the Oregon Short Line, and who recently returned to New York from Cerro de Pasco, Peru, throws some light on the report that A. W. McCune, Jr., had killed two natives who were part of a mob that attempted to rush the McCune holdings.

Mr. Hickey said this morning: "Some time before I was obliged to resign as assistant superintendent of the Cerro de Pasco railroad, and return to the United States, on account of my health, the McCune interests bought the control of another group of mines at Morococha, about 100 miles from Cerro de Pasco. At the time that Mr. McCune bought in there was a South American operating the mine, and, of course, like every native, he was making a big steal out of it. It did not take long for Mr. McCune to find this out and the fellow was ousted. Since then he has tried on several occasions to incite a riot by filling up the native mine and laborers with bad whiskey and working them up to a pitch of excitement to rush the mine and chase the 'Gringos' out of the country."

A MAN OF NERVE.

"I guess he must have got the men drunk and attached his object as far as a riot was concerned. Alfred McCune is a nifty man and will not stand for any monkey business, and when things get warm he just blazes away. Then, if I know the natives, they ran away and went howling around the camp until the troops arrived."

Those natives have no pluck, they can make a big fuss like a pack of coyotes but that is all. Alf McCune, who had charge of the mines, probably killed two and the trouble ended. In this country if such a thing happened under the same circumstances there would be no further fuss, but over in Peru everything against the Gringos is magnified. We are a most unpopulous people down here. The natives are a useless, lying, treacherous lot and spoil any man's temper who has anything to do with them."

WORD TO JOSEPH S. WELLS.

The statement of Mr. Hickey is borne out by Joseph S. Wells, the local representative of Hon. A. W. McCune, who received a cablegram from Lima yesterday. The message ran, "Native labor difficulties cause trouble at Morococha. Newspaper reports very likely exaggerated and distorted. All well." In view of the last sentence, Mr. Wells does not think there is trouble of any consequence, which is also the opinion held by Mr. Hickey.

SALT LAKE COLONY.

In speaking of the work accomplished down there by the Salt Lake colony, Mr. Hickey says that the first blast furnace to be operated in Peru has undoubtedly started up by this time. This is located about nine miles out of Cerro de Pasco. There is no question, he says, regarding the richness of the ore held by the Haggins-McCune interests. The whole scheme is essentially a big one and when perfected will net a huge fortune for the promoters.

The Utah colony is well represented on the Cerro de Pasco and a number of former employees of the Oregon Short Line are getting along famously.

RAILROAD EXTENSIONS.

Harold S. Kerr, the general superintendent, had gone on a trip into the interior to look up the possibilities of a railroad extension when Mr. Hickey left for New York. On Mr. Kerr's leaving Mr. Hickey was appointed superintendent during his absence. Unfortunately he was taken ill and had to resign. This has altered Mr. Kerr's plans considerably for he expected on his return from the interior to return to Mant on a leave of absence and take his family back to Peru with him. Now he will remain and Mrs. Kerr and children will join him in South America shortly.

OLD SHORT LINE EMPLOYEES.

Among the former employees of the Oregon Short Line who are all doing well on the Cerro de Pasco railroad are J. E. Hogan, assistant superintendent; C. C. Woodward, conductor; Frank Howland; A. B. Quimby, engineer; A. Singer, general car foreman; and Roy White, chief clerk in the general superintendent's office.

Mr. Hickey left this afternoon for Reno and Tonopah where he expects to take the position of chief clerk of the Nevada Power, Mining & Mining company at a good salary.

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GEN. PALMER AND THE RIO GRANDE

How the President of Old R. G. W. Divided \$2,000,000 Among Faithful Employees.

S. H. BABCOCK'S \$25,000.

They "Stood by the Old Man" and When he Sold Out He Remembered Them.

Just what Stephen H. Babcock, formerly traffic manager of the Rio Grande Western, had to do with heading off a big strike on that system some years ago will be news to residents of this city. However when President Palmer sold the road to the Gould interests Mr. Babcock was among those to whom Gen. Palmer sent a fat check in recognition of past services.

Here is the way the Chicago Record Herald tells the story:

At one of their regular noonday gatherings revealing several of the railroad presidents of Chicago were discussing the results of the interstate commerce commission's investigation of methods obtaining on the Pennsylvania. One of their number declared that if all the railway owners and all railway presidents were as philanthropic as William J. Palmer the rank and file would not have to think so hard regarding their future while doing their best to forward the interests of their companies.

This led to remembrance talk regarding the most munificent gift to railway employees that was ever made, a gift of \$2,000,000 in cash made by William J. Palmer when he ceased to be president of the Rio Grande Western railroad. This event occurred but a few years ago, but it has been forgotten by many. It is all saved in the book, "The Story of Mr. Palmer and his Descendants" which will always reverse his memory.

At the time that the distribution of this gift was made the western papers were full of it, but none knew that the sum given away by Mr. Palmer was as much as \$2,000,000, nor were the papers aware of all the circumstances which led up to the act.

At the noonday gathering referred to, one of the western presidents, who is a warm personal friend of Mr. Palmer, who is still living, related the inside history of the \$2,000,000 gift to the employees of the Rio Grande Western. In the early '80s Mr. Palmer became president of that road, and in fact owned a control of it. In acquiring the Rio Grande Western he nearly bankrupted himself, and it was pretty tight sledding for him to make both ends meet and keep out of the hands of a receiver. When matters were at their worst notice came to the president's office one morning that a strike was imminent in the entire operating department of the road. At that time a strike meant ruin and bankruptcy and it had to be averted at all hazards. Mr. Palmer was one of the old school of railroad presidents who gloried in the fact that he knew every employee of the road from the section hands to the general manager and vice presidents.

MIXED WITH THE BOYS.

He delighted in making inspection trips and in calling all of the men by their first names, letting them know that he was interested in them personally. Owing to this trait the loyalty among the employees of the Rio Grande Western who knew the president was one of the guaranteed-never-wear-out brand. It was, furthermore, a bankable asset of the president's, and he prepared to cash it in. Hastily summoning the general manager, Mr. Palmer had a special made up and started out from Denver over the line. He saw every superintendent, every man on the road who was in a position to wield any influence and hundreds of trainmen and engine men, and had a heart-to-heart talk with them. It ran something like this:

"Bill, I'm broke. I've put my last dollar in this railroad venture and things are not coming as easy as they might. You men want more pay. There isn't a man of you here who doesn't want to pay your present salaries, but there will be provided nothing happens to stop things. If you strike I'm busted forever and this company will go into the hands of a receiver. In such event there will be no salaries for you before long and certainly no increase in pay. I can't do anything for you now, but the men who stand by me in this pinch will be my friends as long as I live and I'll not forget them."

Three days of this kind of heart-to-heart personal work on the part of the president won the day, and the union decided to "stand by" the Rio Grande Western and pass the financial shoals and was entering prosperity. Likewise the personal fortune of President Palmer was saved. About the first thing the president did was to increase the wages of the operating men and of all other departments where the pay had been a little below standard.

ONE OF THE LINKS.

The age of railway consolidation soon came on, and the Rio Grande Western became essential to the Gould system. Mr. Gould needed it for one of the links in the line which he had planned to extend from the Pacific to the Atlantic coast. Negotiations for the purchase of the road were successful, and Mr. Palmer sold out. There was paid to him in the transaction \$5,000,000, which represented the sum saved to him by the loyalty of his men. At least that is the way Mr. Palmer looked at the matter. He remembered only a few years back the scenes during those three days when he pleaded with his men not to desert him and when he promised to remember them always if they stood by him.

The night following the consummation of the sale Mr. Palmer went to his home, and he and Mrs. Palmer talked long into the night. The former railroad president told his wife that the boys had saved \$5,000,000 for him, and that he and she were practically alone in the world.

"It's a big sum of money, mother," he said to his wife, "and it's a heap more than you and I will need the remainder of our lives. We couldn't spend it all if we tried. The boys stood by me, and I'm going to show them that I meant what I said. It seems to me that \$5,000,000 is all that two human beings ought to possess, and so, if you consent, I'm going to give the other \$2,000,000 to the boys."

The proposition met with the hearty support of Mrs. Palmer, and it was not long before the lawyers had a complete list of Rio Grande Western employees who were in the service at the time of the threatened strike and of some who were not. The \$2,000,000 was apportioned among them according to the responsibilities of their positions. Some officials got as much as \$25,000, and there were section men who received as high as \$5,000, and inferior operating men who got as high as \$7,000. (COT \$25,000.)

Stephen H. Babcock, recently retired, but then traffic manager of the Rio Grande Western, received \$25,000, and the employee's side of the story is best told by him.

"After the road was sold," declared Mr. Babcock, "I sat in the office one day thinking over my future. There was a man ahead of me who was certain to become the traffic manager of the combined system which was to be made out of the Rio Grande Western and the Denver & Rio Grande roads, and it looked like the cold world for me. I was getting pretty blue when a letter marked personal was handed me. It was from President Palmer, and it read something like this:

"My Dear Babcock:—We have come to the parting of the ways. The road is sold, as you know, and I'm going to quit. You will remember how nobly the boys stuck by me in a pinch. I have not forgotten it. You were one of them. Included you will find a check for \$25,000, which I trust you will receive in the same loving spirit in which it is sent you. Thanking you for all you did for me, I trust that your future may be a bright one."

"Say," declared Mr. Babcock when telling of the receipt of the letter, "you would be surprised how brightly the sun suddenly shone. There in my hand was more money than I could reasonably hope to save in a lifetime suddenly given to be and coming with the heart throb of the best man I've ever known."

"When Mr. Babcock related the circumstances to me," said one of the presidents, "tears filled his eyes. He paused a moment at the conclusion of his story and then exclaimed:

"Maybe you don't think the old man could check his excess baggage over the line after that."

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Body Brussels Carpets, regular price \$1.75, sale price	\$1.40
Sanford Velvet Carpets, reg. price \$1.40, sale price	\$1.15
10-Wire Tapestry Carpets, reg. price \$1.25, sale price	\$1.00
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