

LAST SPIKE ON NEW HILL ROAD

Impressive Ceremony Marks Completion of Railway.

Special Train From Vancouver Carries Enthusiastic Crowd—Golden Spike Driven at Sheridan's Point, West of Stevenson—On Site of Early Day Blockhouse.

Vancouver, Wash., March 12.—In the presence of 500 cheering people, who traveled 50 miles to witness the ceremony, the golden spike was driven in the North Bank road yesterday afternoon. The exercises were held at Sheridan's Point, three miles west of Stevenson, Wash., and although they occupied but a few minutes, were impressive. The driving home of the golden spike was regarded by the spectators as signaling the dawn of a new epoch in the railroad history of the Pacific coast. The gray old mountains that looked down on the coming of the tiny canoes of Lewis and Clark, over 100 years ago, stand all around the spot where the last spike was driven yesterday. Almost on the very place where the last rail was laid, an old blockhouse, erected by pioneers, withstood the repeated attacks of Indians and after it had served its purpose, was washed away by a flood in the Columbia river.

The special train that was run to Lyle yesterday over the new Spokane, Portland & Seattle railway was made up at Vancouver, and the people who attended the ceremony of driving the spike were guests of the business interests of Vancouver and the new railroad. The driving of the golden spike took place on the trip up the river, the train being halted at Sheridan's Point for the purpose. E. E. Beard, editor of the Vancouver Columbian, was master of ceremonies and held the golden spike that was to be the final bond linking the Inland Empire with the cities of the seaboard. He introduced Mayor Green, of Vancouver, who made a short talk.

Geo. H. Himes, secretary of the Oregon Historical society, was introduced and dwelt on the historic significance of driving the golden spike of the new road where the pioneers took refuge from the attacks of the Indians.

Charles H. Carey, of Portland, counsel for the Hill lines in this territory, was called upon and responded with a speech.

The golden spike was then driven. Judge Carey struck the first blow, and handed the gilded hammer over to Mayor Green, who, in turn, gave way to George H. Himes, Superintendent Forest, of the new road; H. Fairchild, representing Governor Mead, of Washington, who was unable to be present; C. T. Gieszantner, editor of the Paso Express, representing the present terminus of the North Bank road; H. M. Adams, general freight and passenger agent for the new line; Major McGahehin, of the United States army; Richard Porter, of the contracting firm of Porter Bros. & Welch, who constructed the new line; James P. Stapleton, of Vancouver, tapped the spike in turn, and N. D. Miller, chief engineer, was called upon to drive the spike home. As he did so he was loudly cheered and the new road was formally completed.

The track was completed on Washington's birthday, but the golden spike was driven at the point where the last rail was laid. The line will be opened for traffic next Monday morning from Vancouver to Pasco, a distance of 221 miles. Work is now going forward on the line between Pasco and Stevenson, making the total length of the road when completed, 380 miles. It is expected to have the entire line in operation between Portland and Spokane by the end of the present year. Trains over the road will be running into Portland, it is expected, by next June, upon completion of bridges across the Columbia and Willamette rivers.

NEW LINE IN CALIFORNIA.

Los Angeles, March 12.—Articles of incorporation of the Los Angeles & San Francisco Short Line Railroad company, with a capital stock of \$2,000,000 were filed here yesterday. The purpose of the company is to build a line to San Francisco, cutting off almost 100 miles from the distance covered by any of the roads now constructed between here and the Northern city. The line has already been surveyed. It is said that Eastern capitalists are behind the proposition. Connection with the Western Pacific is denied.

CHINA HOLDS HER OWN.

Pekin, March 12.—The negotiations between China and Japan regarding the Tatsu Maru, the Japanese steamer that was seized by China February 7 on the ground that she was conveying arms and ammunition to Chinese revolutionists, are proceeding on the basis of China's offer to compromise on condition that Japan puts a stop to the importation of arms and ammunition from Japan to enter Chinese territory. China seems to be holding her own.

PLEAGUE AGAIN BREAKS OUT.

San Francisco, March 12.—Two plague cases were discovered this morning, one well defined and the other subject to some doubt. The patients were immediately isolated and every precaution taken to prevent further spread of the contagion from the victims of the disease.

CHICAGO CLOSES SCHOOL FIRETRAPS.

Chicago, March 13.—Because of violations of the fire ordinances the two upper floors of the St. Agnes school were closed summarily yesterday by the building commissioner. The other buildings were declared to be in a condition which menaced the safety of their occupants.

JOKER IS FOUND.

Townsend Exposes Trickery in S. P. Land Grant Suit.

Washington, March 13.—At today's meeting of house public lands committee, alleged "innocent purchasers" of Oregon & California railroad land and their counsel were heard at length in behalf of the amendment to the Fulton resolution which would ostensibly validate practically every sale heretofore made by the railroads, but cross-questioning of the witnesses by B. D. Townsend, who investigated the land grant clearly developed the fact that the proposed "innocent purchasers" amendment contains a joker which in reality would have fully protected the railroad company against any suit which the department of justice might institute. The entire day was devoted to the hearing, and on Saturday Mr. Townsend will be heard in behalf of the resolution as it passed the senate and in opposition to all "innocent purchasers" amendments.

In practically every argument made it was notable that counsel laid far more stress upon the interests of the railroad company than upon the interests of their purported clients, yet each one, when cross-questioned disavowed any interest in the railroad company's affairs. In connection with the pleas of attorneys, it was observed that General Land Agent Eberline, of the Southern Pacific, who blocked sales of railroad land in and after 1902, was present, together with L. E. Payson, eastern counsel for the Harriman railroads, and Mr. Rich, a New York banker, who holds \$20,000,000 of the Oregon & California company's bonds. Yet no one professing to represent the railroad availed himself of the opportunity to make a statement.

Various counsel for purchasers of railroad land were requested to suggest a form of amendment which would protect all innocent purchasers for value who are not guilty of fraud. None of these amendments made any distinction as to who these purchasers might be.

Mr. Townsend called attention to the fact that in 1870 the East Side Co. conveyed its entire grant to the Oregon & California Co., so that the company, under the proposed amendments, could be regarded as a "purchaser for value and without fraud." The same is true of the West Side grant under the sale of 1880. Moreover, there are two trust deeds of 1881, which convey the entire land grant to the preferred stockholders without condition. Again the "innocent purchasers."

On July 1, 1887, a \$20,000,000 mortgage was given to the Union Trust Co. Upon cross-examination by Mr. Townsend it was admitted by the attorneys that if any of the amendments proposed by them should be adopted, it would validate all these conveyances and thus defeat the entire suit of the government against the railroad company. Not one amendment was proposed in the name of "innocent purchasers" which would not fully protect the railroad company.

MRS. ROOSEVELT ATTENDS

Guest at Convention on the Welfare of Children

Washington, March 13.—The appearance of the first lady of the land served to attract a large attendance at today's session of the first international congress on the welfare of the child which is being held under the auspices of the National Mothers' Congress. Mrs. Roosevelt, who is a life member of the Mothers' Society, was accompanied by Mrs. Cowles, wife of Admiral Cowles, and sister of President Roosevelt, and her secretary, Miss Hagner.

The distinguished guest was accorded a most cordial welcome and appeared to be deeply interested in the proceedings. In introducing Mrs. Roosevelt to the audience, Mrs. Schoff, of Philadelphia, president of the Mothers' Congress, declared "it is due to President Roosevelt that the Mothers' Congress idea has spread to the uttermost part of the civilized world."

CHAMPIONS OF PACIFIC FLEET.

Mare Island, Cal., March 13.—It is learned here that the cruiser Maryland, Captain Chauncey Thomas, will be awarded the trophy for the best showing made by battleship class vessels during the recent practice at Magdalena bay. All ships of this class made a better showing than at target practice on the Eastern coast, the Maryland far distancing all others. In practice with six-inch guns the St. Louis made the highest average, with the Maryland and Charleston making a second record with a tie.

DEPRIVED OF THEIR BONUS.

Helena, Mont., March 13.—Having been refused a dividend bonus for the time the East Helena smelter was shut down, the Austrian employee struck Tuesday and attacked with clubs and rocks the midnight shift when it started to work. Sheriff Shoemaker today arrested five of the ringleaders. The men say they were discharged, after working all but three days of the bonus period, and that it was a premeditated step for economical reasons.

GOOD AND EVIL IN ROOSEVELT.

Washington, Mar. 11.—Senator Bailey, of Texas, in criticizing the Aldrich financial bill on the floor of the senate today, took occasion to "slam" and praise President Roosevelt. "I have never before seen such a mixture of good and evil in a public man," declared the senator, referring to the president. "Before the public gets through praising President Roosevelt for some wise act he invariably makes a foolish move which turns praise into censure."

PROCEEDINGS OF THE SIXTIETH SESSION OF NATIONAL LAWMAKERS

Saturday, March 14.

Washington, March 17.—Representative Burton, of Ohio, submitted to the house his minority report as a member of the banking and currency committee, dissenting from the majority report, which recommended the passage of the Fowler currency bill. Mr. Burton's report concerns itself wholly with the Fowler bill and makes no reference to either the Aldrich or the Williams bill, the latter measure having been recommended by the Democratic members in a minority report.

In his report Mr. Burton says that he does not regard the passage of the Fowler bill as either practicable or desirable at this time.

Washington, March 17.—After several weeks' consideration, a postal savings bank bill has been drafted for presentation by the senate committee on postoffices and post-roads next week. The sub-committee appointed to decide upon the measure held its final meetings Saturday afternoon. Postmaster-General Meyer participating in an advisory capacity. The measure decided upon is a composite of the bills introduced by Senator Carter of Montana, chairman of the sub-committee, by Senator Burkett of Nebraska and Senator Knox of Pennsylvania. The Knox bill was introduced by request, and was known as the Meyer measure, having been drawn under the direction of the Postmaster-General.

Friday, March 13.

Washington, March 13.—Senator Fulton today introduced a resolution discharging the interstate commerce committee from further consideration of his bill regarding increased railroad rates, having become satisfied that Chairman Elkins is deliberately trying to smother the measure by refusing to bring it to a vote. Elkins, in retaliation, had read in the senate a letter from Commissioner Knapp, which he contended was hostile to Fulton's bill, but he said his report, which was included, and which was favorable to the bill as amended.

Further debate was cut off when 2 o'clock arrived, as that hour had been fixed for a set speech on the currency bill, but Fulton will present the commission's report and continue his fight.

Elkins is not playing fair. His unfairness will help Fulton, who is determined to fight to the last ditch to get his bill before the senate. He had an assurance tonight, however, that the subcommittee will report his bill tomorrow.

Washington, March 13.—The fortification appropriation bill, which will soon be reported to the house, will make adequate provision for increasing the efficiency of the coast defenses along the Pacific coast. It is stated that the entire appropriation, save what is necessary for maintenance of defenses on the Atlantic coast, will be devoted to the enlargement and improvement of the Pacific coast and insular defenses, several million dollars in all. It is the intention of congress to make the fortifications on the Pacific coast in every way equal to the defenses of the harbors on the Atlantic.

Thursday, March 12.

Washington, March 12.—The Lilly submarine boat inquiry was begun in earnest today by a special house committee. Beginning at 10 o'clock the committee continued its work during the greater part of the day. Representative Lilly was heard at length. He began his testimony by reading a long typewritten statement, a part of which was in the nature of an affidavit in which he outlined his charges in detail. When he had completed this formal presentation he was questioned at length by Representative Olmstead of the committee, who was designated by Chairman Boutell to perform that service.

During the afternoon session, Representative Richmond P. Hobson testified that he had been approached by a man representing the Electric Boat Co., who told him that, if he would support the claims of that company before congress, the company could bring influence to bear upon Speaker Cannon to have him (Hobson) appointed on the committee on naval affairs.

Washington, March 12.—By a tie vote, a motion was lost today in the house committee on military affairs to report favorably the Dawes bill creating a roll to be known as the volunteer retired list and placing thereon, with retired pay, the surviving volunteer officers of the army, navy and marine corps of the civil war. Estimates indicated that the first year's operation of such a law would cost the government \$11,000,000.

Washington, March 12.—The senate committee on military affairs today reported favorably a bill authorizing extra officers for the army.

The bill reported would add 651 officers to the army distributed as follows among the grades: Thirty-six colonels, 54 lieutenant-colonels, 90 majors, 162 captains, 144 lieutenants and 126 second lieutenants.

Wednesday, March 11.

Washington, March 11.—President Roosevelt today, in a special message to the senate, calls attention to the

fact that the senate committee has found that the charges of participation in the Brownsville riot, which caused him to dismiss companies B, C and D of the Twenty-fifth infantry, were substantiated, and asks the senate to pass a special law extending for one year the time within which those who establish their innocence may be reinstated. Such a bill will be introduced.

Senator Heyburn today secured the passage through the senate of his bill providing for the survey of all public land, reserved and unreserved, in Idaho, Oregon, Montana and California. Under the present system, the government only surveys land upon request of actual settlers. Mr. Heyburn says this system tends to retard development, and also retards surveys, as settlers don't like to go on unsurveyed land.

Washington, March 11.—Determined and persistent assaults on the postoffice appropriation bill in the house today resulted in amplification of that measure in many important parts, despite the protests of Chairman Overstreet and the committee.

The letter carriers finally won their long fight for \$1,200 salaries, when an amendment by Goebel, of Ohio, granting the same was adopted. The house also allowed an additional \$25,000 for clerks in third-class offices where the salaries of the postmaster range from \$1,200, and \$15,000 additional for contract stations.

Altogether the appropriations carried by the bill were increased to the extent of \$1,355,000.

Tuesday, March 10.

Washington, March 10.—The senate today ratified and made public six of the 13 treaties negotiated at the international conference at The Hague. The conventions adopted are those to which no opposition had been made.

The final reports of the committee on military affairs, in relation to the Brownsville affair, will be made to the senate tomorrow. Senator Warner will present the report of the majority of the committee sustaining the action of the president in discharging without honor a battalion of the Twenty-fifth infantry on the ground that the negro soldiers had done the shooting.

Washington, March 10.—Consideration of the postoffice appropriation bill was resumed by the house of representatives today. Although amendments were in order, the bill, when it was laid aside for the day, with 11 pages disposed of, had undergone no material change.

A noteworthy speech by Hamilton, of Michigan, upholding the right of the federal government to control corporations and sustaining the president in his attitude toward them, was the feature of the day's proceedings.

Other addresses were made by Small, of North Carolina, and Finley, of South Carolina, each of whom attacked the proposition to increase the pay for ocean mail service on the ground that it was but a subterfuge for a ship subsidy.

Monday, March 9.

Washington, March 9.—The senate dismissed at length Senator Frye's joint resolution providing for the carrying of materials for the Panama canal in American bottoms only. Frye advocated the adoption of the resolution, saying that at least 5,000,000 barrels of cement would be required in the work, and that so long as foreign vessels were permitted to compete, it would be impossible for the domestic ships to participate in the transportation because of the difference both in construction and operation. He said that in both these respects British built ships had an advantage of at least one-third.

An amendment by Foster, of Virginia, providing that the restriction should not apply to the Gulf ports or any part of the United States from which vessels of the United States could not be secured for the trade was accepted by Frye.

Fulton, of Oregon, and Bacon, of Georgia, sought to have the amendment extended to the North Pacific and South Atlantic coasts respectively, but were un successful.

Resolutions of sorrow upon the announcement of the death of Representative Adolph Meyer, of Louisiana, were adopted, and at 4:20 p. m. the senate adjourned as a further mark of respect to his memory.

The house was in session but a few minutes, adjourning at 12:12 o'clock upon announcement of Mr. Meyer's death.

Fry Lower California.

Washington, March 10.—Representative Smith has addressed the secretary of state in a letter asking an opinion regarding the advisability of the purchase by the United States of part or all of Lower California, in Mexico, so that control of the Colorado river along the portions where it has broken its bounds, could be undertaken by the United States government. Smith urges besides the matter of the Colorado river, that the United States already conducts extensive operations at Magdalena bay in Lower California.

Fails to Find Sailor.

Washington, March 12.—An aerogram received here today from Lieutenant Gherardi, sent in charge of the tender Yankton to seek Fred Jeffs, who was reported stranded upon an unnamed island of the Galapagos group, in the South Pacific, seems to indicate that the search was fruitless. The aerogram states the Yankton will reach Acapulco tomorrow, but makes no mention of Jeffs. Therefore it is presumed he could not be found.

Dynamite Car Explodes.

Denver, Colo., March 11.—A News special from Buford, Wyo., says a car of dynamite exploded there tonight from some unknown cause, wrecking several frame houses near by and destroying a number of freight cars. As far as known no one was killed or injured.

NEW PACKING PLANT.

Plan to Spend Million and a Half in Portland.

Portland, March 11.—Schwarzchild & Sulzberger, the biggest independent firm of meat packers in the United States, will build a packing plant in South Portland costing \$1,500,000 if the council will permit the establishment to be located within the city limits. An ordinance will be presented to the council today for passage, granting the firm the right to construct and operate a modern packing plant on the present site of the Zimmerman Packing company's establishment. An option is held on the Zimmerman plant by the Schwarzchild & Sulzberger interests. The plant to be erected in South Portland will be a duplicate of the Schwarzchild & Sulzberger establishment in Chicago, one of the most complete in the world. It is thoroughly up to the standard of such plants anywhere, and, although not so large as their packing house in Kansas City, is said to be a model in construction. The capacity of the Portland establishment will be 10,000 cattle, 25,000 hogs and 15,000 small stock a week.

The completion of the plant will require between a year and 14 months. Machinery must be ordered from the East, and its manufacture will require at least six months. When the machinery is delivered the erection of the packing house will be begun, for the machinery must be built into the houses. If the permit desired is given by the council, the option on the Zimmerman site will be closed at once and the contract let for the machinery.

FACTS SLIP OUT.

Serious Defects in Naval Construction, Say Officers.

Washington, March 11.—That there are serious defects in the construction of American battleships was charged yesterday by Captain C. McR. Winslow, assistant chief of the bureau of navigation of the Navy department, and Commander A. L. Key, former naval aide to President Roosevelt. The former officer said the ships under Admiral Evans were all over-draft when they left Hampton roads. He defended Admiral Rojestvensky for taking the Russian ships into battle with the Japanese with full bunkers of coal, saying that the Russian commander could not have done otherwise, for he did not know how far he would be compelled to steam.

Commander Key attempted to direct the form of his own testimony and incurred the displeasure of the committee on that account. He criticized the armor belt and the gun decks as being too low and the ammunition hoists as unsafe. He attempted to dispute the testimony of other officers, especially Chief Constructor Capps, but was not permitted to do so. Finally the committee held an executive session, at which it was decided that Commander Key should be heard today, but that his criticism should be confined to ships and not directed against officers.

FINDS NO EXCUSE.

Cleveland, O., March 11.—"The loss of the lives of little children in the Collinwood school fire was absolutely inexcusable," Coroner Burke declared today after making a thorough investigation.

"The poor little children were caught in a veritable trap and held and crushed until burned to death," he said. "Some one is responsible for this and should be held. I am not prepared yet to say upon whom the blame should be placed. Before I can charge anyone with this horrible responsibility I must review the evidence carefully and deliberately."

"I find that the steam pipes caused the fire by being placed too close to the wood. There is no doubt in my mind that the overheated pipes caused the fire."

Another body was recovered from the ruins today, making the total 166.

Wanted Drawings Made.

Ely, Nev., March 11.—A Japanese was arrested at Rietopown, a few miles from this city, last night, after a hard struggle. Clinton, who is an expert draughtsman, was in a saloon when approached by the Japanese, who, after talking on various subjects, finally asked Clinton if he would go with him to San Francisco and get drawings of the fortifications there, assuring Clinton he would pay him well. Clinton indignantly refused and held on to the Japanese until officers arrived. The Japanese is now in jail.

Glass Cuts Many Firemen.

New York, March 11.—A score of firemen were injured, several of them seriously, hundreds of persons were driven from their homes and many buildings were threatened by a fire early today which destroyed the six-story brick building at 38 West Eighteenth street. The big Siegel-Cooper department store was seriously threatened at one time. The fire also got into the adjoining buildings and before it was checked had caused a loss of \$200,000.

Castro Much Agitated.

New York, March 10.—President Castro, of Venezuela, is showing much anxiety over the attitude taken by the United States in regard to the status of claims of Americans against that country. This was shown, it was stated today, by his recall to Caracas, of Augusto F. Pulido, until recently secretary of the Venezuelan legation in Washington. Pulido, in the absence of a Venezuelan minister at Washington, was the charge d'affaires, and President Castro wants him to make a personal report on the situation.

Chinese Hold Meeting.

Canton, China, March 10.—A monster meeting was held here tonight to resist the demand of the Japanese government for the release of the Tatsu Maru. The meeting was attended by a great number of prominent personages who vigorously asserted China's sovereign rights. A resolution was adopted to the effect that, failing the confiscation of the ship and her cargo, a boycott would be inaugurated against Japanese manufacturers.

Mutiny in Caracas Fails.

Caracas, March 4, via Port of Spain, March 10.—An uprising occurred here last night in a barracks, the soldiers killing their commander, General Mesa. The mutiny was quelled only after a number of soldiers had been shot.

SUPREME COURT FREES SCHMITZ

Upholds Findings of Lower Court in Extortion Case.

Gives Prosecution Severe Rap—Ruef's Plea Also Nullified—Ex-Mayor Exults Openly in His "Vindication"—Seven Judges Unanimous in Rendering Opinion.

San Francisco, March 10.—The Supreme court yesterday handed down a decision denying the application of the prosecution in the San Francisco bribery-graft cases for a rehearing after a decision by the District court of Appeals in the case of ex-Mayor Eugene E. Schmitz, convicted of extortion in the French restaurant cases. Without a dissenting vote among the seven justices, the court sustained the appellate court in its decision that the indictment upon which Schmitz was convicted was defective in that it did not aver that Schmitz was mayor; that Ruef, his co-defendant, was a political boss practically in control of the city; that as such they were in a position to exercise power and undue influence over the police commissioners, and that it did not show that Schmitz resorted to unlawful means in threatening to have liquor licenses withheld.

"The decision demonstrates," said ex-Mayor Schmitz, "that the highest court in the state believes what I have always claimed, that I was removed from office and railroad to prison."

"The contention of the respondent that the appeal was prematurely taken," says the Supreme court, "has no merit. The court is unanimous in the opinion that the District court of Appeals was correct in its conclusion that the indictment was insufficient in that it did not show that the injury to the property threatened by the defendant was an unlawful injury."

This decision practically nullifies Ruef's plea of guilty to the same charge, invalidates the remaining four extortion indictments against the ex-mayor and Ruef, and will enable Schmitz to gain his liberty on bail after eight months' confinement in the county jail.

GREAT FEAT OF WIRELESS.

Message From Fleet in Pacific Is Received at Pensacola.

Washington, March 10.—About the last place that the Navy department expected to hear from the Atlantic battleship flotilla for at least six months was on the Atlantic coast, yet this is what happened. The Navy department today received a telegraphic message from its wireless station at Pensacola, which had been in direct communication with the battleship fleet, a most remarkable performance, considering that the wireless impulses were obliged to traverse the Gulf of Mexico, then cross overland the state of Texas, part of Mexico, and again cross several hundred miles of ocean.

An additional dispatch received at Pensacola from Admiral Thomas, dated on board the Minnesota at 8 o'clock last night, is as follows:

"The position of the fleet at this moment is latitude 14.37 north, longitude 102.01 west."

FLEET TALKS TO MARE ISLAND.

Wireless Communication at Distance of 2 600 Miles.

San Francisco, March 10.—The battleship fleet came into direct communication with Mare Island yesterday, the message being the first that has been received from the warships. Communication was had by wireless for a distance of 2,600 miles, the message being from the battleship Maine of Evans' fleet. Yesterday morning the operator at the wireless station at Mare Island, in responding to the call of his instrument, was surprised to discover he was in direct communication with the Maine. Though 2,600 miles away, the message was clear. Communication was soon cut off on account of other stations interrupting.

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