

HAYTI PRESIDENT PUT TO FLIGHT

Island Rebels Triumph and Ruler Forced to Quit.

Government Chamberlain Slain and Five Others of Party Killed—Daughter Wounded.

Port Au Prince, Hayti.—The revolution in Hayti has triumphed. President Simon fled the capital Thursday and took refuge on board the Haytian cruiser Seventeenth of December, formerly the yacht American. With him went his wife and children and a number of his followers.

On all sides the capital is invested by followers of General Firmin, one of the revolutionary leaders. The city itself is in the hands of a committee of safety and there is no general disorder. Foreign interests are believed to be secure. None of the foreign warships has landed bluejackets.

As the aged president was embarking there was a clash in which his chamberlain, Deputy Prin, and five other persons were killed and Clementina Simon, his daughter, and six other persons were wounded. The injuries of Miss Simon are slight.

Promptly at 4 o'clock Simon came out of the main entrance of the palace. Over his shoulder the old man, who had declared that he would fight to the end, carried his rifle. With head erect, he marched down to the wharf. At his side his daughter, Clementina, walked. Other members of his family previously had taken refuge on board the Seventeenth of December.

As Simon and his daughter reached the wharf there was a rush from the mob, which had gathered to witness the departure. Miss Simon was the center of the attack, and several women, howling and shrieking, succeeded in pulling off her hat. The chief of police led the young woman toward a schooner, and Deputy Prin offered his arm to Miss Simon.

As he did so a man rushed up and, pressing the barrel of his rifle to the deputy's face, shot and killed him. Firing became general and before it ceased five other persons had been killed and six wounded.

HEAT RECORD IS MADE.

Summer Hottest in United States For Forty Years.

Washington, D. C.—Not in the past 40 years have temperatures in the United States during the late spring and early summer been so uniformly high for so long a period and over such a large portion of the country as this year, according to Weather Bureau officials. The high temperatures were most pronounced over the more central and northern portions of the country, while the Southern states were comparatively exempt from unusual heat.

The intense heat over the more populous sections caused severe suffering in the congested portions of the cities and resulted in the loss of probably thousands of lives.

Lack of rainfall over the great agricultural districts during most of the long heated period greatly retarded vegetable growth and threatened a serious curtailment of crop production. Opportune rains, however, with cooler weather, greatly improved conditions, and the outlook at the present time is favorable for the gathering of the usual harvests of most great staples.

The period of greatest discomfort was from June 22 to July 10. Higher temperatures occurred at other periods over much of the territory, but the resulting discomfort and loss of human life were doubtless augmented in the period just passed by the fact that the most intense heat occurred toward the close of a long heated period, when animal vitality had been largely depleted and therefore was not in condition to withstand further the debilitating effect of still greater heat. The nearest approach to the recent hot waves was in 1901.

Taft's Stand is Opposed.

Seattle—Following closely the declaration of President Taft advocating the leasing system for the development of the Alaskan coal resources, the Rotary club went on record unanimously as opposing the leasing system and favoring private ownership at the weekly luncheon at the New Washington hotel. The resolution adopted will be presented in turn to the chamber of commerce, the Commercial club, the Arctic club and the Seattle chapter of the American Mining congress.

Settlers Secure Relief.

Washington, D. C.—The house public lands committee has reported favorably the Warren bill granting leave of absence until April 15, 1912, to homesteaders in drought regions of the Coast. At the request of Representative Lafferty the bill was amended to include the Burns, Malheur, The Dalles and La Grande districts. The bill will pass the house as an emergency measure, taking effect at once.

Eastern Mills Shut Down.

Fall River, Mass.—Notices were posted in the Fall River Iron Works company mill that after August 4 they will be shut down until further notice. The shutdown affects 5,000 operatives.

GERMANS ATTACK EMPEROR

Moroccan Question Settlement Cause of Trouble.

Berlin.—The prospect of a speedy settlement of the Moroccan question between Germany and France is welcomed on every hand, but the terms of the agreement when they become known, probably will cause considerable dissatisfaction.

Details still remain to be arranged. Both Germany and France have been compelled to concede weighty points because neither was prepared to press matters too far.

The first indications of indignation have appeared in the Pan-German Post and Zukunft, the organ of Maximilian Harden. The leading article of the Pan-German Post not only attacks foreign minister Von Kiderlin-Waechter and Imperial Chancellor Von Bethmann-Hollweg, and demands their retirement from office, but makes a terrific onslaught upon Emperor William, asking:

"What has happened to the Hohenzollerns?"

It also calls the emperor the strongest supporter of the Anglo-French policy.

The Pan-German Post concludes by calling the emperor "William the Timid," and "The Valorous Fool." Herr Arden in the Zukunft also attacks His Majesty severely, naming him "William the Peaceful."

MEAT INQUIRY ORDERED.

Freight Rates to Be Special Subject of Commission's Quest.

Washington, D. C.—A sweeping inquiry, numbering 162 railroads in the West, South and Southwest, as respondents, was ordered by the interstate commerce commission into the freight rates charged on livestock, fresh meats and packing house products.

It is indicated by the commission that the purpose of the inquiry is not only to secure a parity of rates, but to establish by definite order, rates which the commission shall regard as reasonable and not unjustly discriminatory.

Incidentally, commercial rivalry between two sets of meat packers in Chicago sets into the case of the several proceedings heretofore instituted, it was decided by the commission to consolidate them into one case. It was suggested as next to impossible so to adjust the rates as to secure parity of charges throughout the territory by the consideration and disposition of individual cases.

TOGO RIDES WITH ENGINEER

Noted Japanese Admirer America's Electrical Eminence.

New York—Admiral Togo left New York Friday night for Washington. His departure had a feature quite as unusual as his midnight arrival and welcome in New York bay the night before, for he left the city in the cab of a big electric engine, drawing a heavy Pennsylvania train for the capital.

Although the private car Olivette, which the government has provided for him, was attached to the train, the naval hero elected to sit by the engineer's side and watch him operate the 4,000-horsepower motor.

"I am intensely interested in your world pre-eminence in electrical engineering and railroading," the little admiral said through his interpreter, "and I wish to avail myself of this opportunity to observe, so I will ride with the engineer."

Work Makes Earth Paradise.

New York—Thomas A. Edison has started for a European trip for the first time in 22 years. With him on the Mauretania were his son, Charles, and in London Mrs. Edison and their daughter Madeline will soon join them. The family will make an automobile tour of the Continent. Edison was asked if he had anything new up his sleeve. He replied: "No, I have just finished something new. My talking pictures are complete. Two hundred sets of them have been made and they are wonderful. You ought to see them and hear them."

Woman Steam Tug Pilot.

Tacoma—The little steam tug Fawn, of Tacoma, comes now to the front with a distinction all her own. She has a regular "lady skipper," Captain Mrs. T. J. Walthey. Mrs. Walthey has a pilot license for vessels of 100 tons plying between Cape Flattery and Puget Sound points. Captain Walthey, her husband, who is at present taking orders from Mrs. Walthey as engineer, says the license would qualify his wife to act as mate on one of the big steamers that come into port from all over the world.

Fight Bitter in Canada.

Winnipeg—The report that the Dominion government will insist on handling the registration of voters lists in Manitoba for the approaching election created a sensation here and shows that the fight is on over reciprocity. The law says the Dominion has the right to prepare lists in the province where they have not been prepared for a year. The provincial government, continues, however, to make its preparations to register.

Storm Hits Southwest.

Kansas City—Rains which have fallen in Southwest Missouri, Southeastern Kansas and Northern Oklahoma since Wednesday morning have done damage estimated at more than \$1,000,000. At Lowell, near Galena, an electric company dynamited its 30-foot power dam, which cost nearly \$500,000, in order to save the costly machinery of its plant.

CONGRESSIONAL PROCEEDINGS

Washington, Aug. 4.—Standing upon chairs, waving handkerchiefs and yelling, Democratic representatives today acclaimed Representative Underwood, of Alabama, Democratic leader of the house, when he attacked William J. Bryan for criticizing his opinion on the tariff revision program. It caused the most remarkable scene in the house since the beginning of the extra session of congress.

Underwood denounced Mr. Bryan's statement as false, defended his own attitude as to revision of the iron and steel schedules, and said Bryan had placed upon every Democratic member implications unfounded in fact. He called on his Democratic colleagues of the Ways and Means committee for corroboration.

Mr. Underwood was backed up by Representative Kitchin, of North Carolina, long a devoted friend of Bryan.

It all came about from a published interview which purported to be "authorized" by Mr. Bryan, declaring it was time Democratic Leader Underwood was "unmasked."

"Speaker Clark and other tariff reformers tried to secure the passage of a resolution instructing the ways and means committee to take up other schedules, including the iron and steel schedule, but Underwood and Fitzgerald—the Fitzgerald who saved Cannon in the last congress—succeeded in defeating the resolution," said the interviewer.

The house listened intently to the reading of the interview. Republicans applauded it. As the clerk finished reading, Mr. Underwood began to speak.

Washington, Aug. 5.—Attorney Haneey, counsel for Senator Lorimer, today took up the cross-examination of Charles A. White, confessed bribe-taker in the Lorimer election, who testified yesterday.

Taking the position that White might not have had enough literary ability to write the confession which he claims to have written, the attorney led him through mazes of religion, history and literature, eliciting the assertion that in Roman history it is told how the "Deities levied on their subjects to build the pyramids," and other statements of equal interest to spectators.

Haneey then secured admissions from White that letters written to Senator Lorimer and others were "pure and simple lies." White added that he wrote them to get material for his intended exposure.

Washington, Aug. 3.—Supported by all the Democrats and by 39 insurgent Republicans, the Democratic cotton tariff bill, the third of the big tariff revision measures brought forward by the Democratic house of representatives, passed that body tonight, 202 to 91.

The bill cuts the average tariff on cotton manufactured goods from 48 to 27 per cent ad valorem, a 21 per cent reduction. The Democratic leaders estimate that it reduces revenue by about \$3,000,000.

Not an amendment was offered to the bill, although the Republicans attacked it vigorously on account of the alleged increase in certain items over the rates of the Payne-Aldrich tariff law.

Scarcely had the cheers that greeted the passage of the cotton revision bill subsided when Democratic Leader Underwood, calling up the free list bill as it passed the senate a few days ago, accomplished a strategic move which surprised the Republicans.

He asked for a conference on all the amendments to the free list bill, except that of Senator Gronna, of North Dakota, putting cement on the free list. He urged that the house accept that amendment, adding to it lemons.

Pacific Coast Republicans made ineffectual attempts to stop this sudden and unexpected putting of lemons on the free list, but the amendment carried.

Washington, Aug. 4.—President Taft will send to the senate tomorrow the general arbitration treaties between the United States and Great Britain and the United States and France, signed for this government and for Great Britain here today, and signed in Paris for the government of France.

The brief messages of transmittal to the senate were written and signed by the president today, and tomorrow it will be ratified with the United States senate to ratify what has been termed the greatest step toward the abolition of war that the world thus far has taken.

Already there have been mutterings from the senate over these treaties.

Delegate Quits in Huff.

Washington, Aug. 5.—Delegate Wickersham, of Alaska, is packing his trunk, preparing to leave for home in a day or two. He is thoroughly disgusted that congress has been unwilling to give credence to his wild charges regarding affairs in Alaska, and will not stay to submit his "proof."

Wickersham says he will never again vote the Republican ticket.

Tariff Board Angered.

Washington, Aug. 5.—The tariff board is much put out at a recent statement from Ogden, Utah, attributed to W. C. Barnes, one of the board's special investigators, that sheep could be raised in the United States for \$1.50 a head. After an investigation the board announced that Barnes denies making such a declaration and that the statement, whether made by Barnes or not, is inaccurate and unauthorized.

A CHEROKEE INDIAN EDITOR

John M. Oskison Graduated From the Back of a Cow Pony in Oklahoma.

Vinita, Okla.—From the back of a cow pony to an editorial chair in the office of Collier's Weekly is the road traveled by John M. Oskison, a Cherokee Indian citizen, whose father was one of the pioneer cattlemen of the Indian territory.

Oskison left Vinita in 1894 and graduated in turn from Leland Stanford university and Harvard. He entered the writing game by winning a \$250 prize from the Century Magazine for the best short story. Later he became



John M. Oskison.

a reporter and an editorial writer on the New York Evening Post. He became an editorial writer for Collier's in 1907.

He wrote two of the "Senate Undesirables" for Collier's—Long of Kansas was one—and a series of articles about the loan sharks, that helped to start the Russell Sage Foundation on the job of driving them out of business by establishing good loan agencies. He fired a broadside into the flock of get-rich-quick promoters that roost in New York, and as one result Collier's has established a department called "The Average Man's Money," the writing and editing of which is Oskison's principal employment. Now and then he gets time to write a short story and, more happily than in the earlier days, finds a market for it.

But the land of the Cherokees—the Spavinaw, the "flat hills" and the hay prairies—know him no more.

SLEEPS NAKED IN THE SNOW

Demented Indian Lives in the Open Winter and Summer, Without Shelter or Clothing.

Ogden, Utah.—Near White Rock Utah, is a demented Indian who is known as "Crazy Indian." There is no doubt about his deserving this title. He has slept in the open for over 30 years without any shelter or clothing. If his Indian friends build him a "wickeyup" he burns it down in a few days. He generally has an old overshoe on his left foot.

The picture shows a winter scene with "Crazy Indian" lying at the entrance to his tent while the ground is covered with snow. He is about 50 years of age. Strange to say he does not seem to be any the worse



Sleeps Without Shelter.

for his exposure to all kinds of weather, being quite robust physically.

He will sit for days at a time under the poles of his tent after having torn the covering from it, evidently thinking that, "be it ever so humble, there's no place like home."

Deer Takes Cow's Milk.

Bedford, Pa.—For some days Hart Bush, a farmer at Oppenheimer, this county, had found no milk from his cow at milking time. The cow was kept in a field near the house and it was thought the calf had stolen it, so it was locked up in the barn. This morning Mrs. Bush thought she saw in the early dawn the calf with the cow and started to drive it away, when a large deer lightly leaped a fence and made off.

Antiques Bring Big Prices.

Paris.—A carved wooden bed, armchair and screen, which were made for Marie Antoinette at Versailles, were offered at auction on June 2 at a reserve price of 1,000,000 francs, or \$200,000. There were no bids, and the articles were put up again today. They were bought in for 180,000 francs, about \$36,000. They were the property of the Marquis Caseau, whose father found them in a congerie's room and bought them very cheap.

GOING TO EUROPE ON A CATTLE SHIP



FEEDING THE CATTLE.

THE great trans-Atlantic liners carry thousands and thousands of Americans into the great ports of the old world. Most of them pay a good round price for the service, although there are some people who go in the steerage rather than miss the trip. But there are many American college students and perhaps some others who go to Europe and who do not worry ahead of time about cabin quarters or staterooms. They are the fellows who work for their passage on cattle ships.

Without a doubt the experiences of one who crosses the Atlantic as a cattleman are unique. Twenty or thirty years ago a man was paid from \$30 to \$60 together with all of his expenses to cross the ocean as a cattleman, but now there are two men in Boston who are getting rich charging college students \$5 to get them positions (for want of a more appropriate word) on cattle ships. The boys get no more for their services than their passage and board.

Having been assured that we would have to "rough it" and have lots of work to do, a college friend and I went over to the Cunard docks in East Boston on a beautiful morning. There we signed up to work for our passage as cattlemen and to get accommodations same as the seamen. We didn't know what we were doing, but we knew ten days later. There we met the rest of our "party."

Cattlemen Third Class.

There were 400 cattle on board. The ship carried 70 first-class or cabin passengers and, according to our friend, the Scotchman, the cattle were second class and we were third class. I believe he was right. At any rate, the petty officers of the ship wasted lots of good time telling us that we were cattlemen, and can not and must not do this and that.

We sat in a fine-looking group on the forward end of the main deck as the ship left the Boston harbor that morning. There was little wind. No one was seasick, and each was determined not to be.

Up to this point we knew nothing of what we were to do and just what sort of "accommodations" we were to have. A petty officer, with shining face and shoes, and the characteristic thin mustache, which is quite the thing among the young Englishmen, informed us that our dinner, stores and "dishes" could be had at the galley. He gave us, in a large black pan, a big chunk of greasy meat, together with some potatoes which had been boiled dry and then boiled again. In another large pan was the hash—famous hash—with nameless ingredients and a terrific odor.

Our first meal and pan washing on the main deck attracted too much of the attention of the cabin passengers on the deck above, and the captain sent down orders for us to repair to the cattlemen's quarters in the fo'c's'le. The seamen pronounce that word in two syllables. The name applies to the quarters of the seamen and the cattlemen, with a partition between them running back from the bow of the boat to the first hatch. We were on the port, or left, side. Our quarters had been used as a storeroom for everything that had a bad smell, such as rotten rope, heavily tarred; pulleys, chains and paint. We slept there the first night, but the odor was too much for us; we all awoke more or less sick.

The Cattlemen's Work.

Now, something of the work that falls to the lot of the cattlemen. We were called by the night watchmen (when they were not asleep) at 4 o'clock in the morning, and we literally rolled out of the hay. Our crowd

of five, all working together, attended to every want of the 200 cattle. The first job was to water the stock. The story about making a horse drink was invented by a man who never tried to water a wild steer from a bucket, for certainly by substituting the latter for the former the point would have been more forcible. We used ten wooden buckets, dipping the water from large tanks that we filled from overhead pipes. There were two main alleyways along each side of the cattle deck and they, dear things, lined each side of the alleys with their horns sticking half way across. They had been tied to the head board by the "longshoremen; we had nothing to do with the loading. We put the buckets in the corn trough along in front of them, then poured water in the buckets as they were emptied.

It all sounds very well but each steer wanted to drink from a bucket of his neighbor. They fought and jerked and pulled and upset the buckets, but we must make them drink or they would die. So, with water splashing on us and running down our shoe tops, we would pat them kindly on the nose and say nice words. Three steers often would not drink when offered three buckets, but if two buckets were taken away all three would fight to drink from the same one.

Feeding the Brutes.

The next course was hay. It was stored near the first hatch in large bales, averaging about 200 pounds apiece. Some one forgot to put a hay hook on the boat, so we had to roll the bales with our own finger nails. It was the early morning duty of each man to roll a certain number down the alley, and that was fine exercise before breakfast. Then we cut the wires, shook the hay with care, removing all lumps, and fed it to the brutes.

Our morning work generally was finished at 11 o'clock and the work in the afternoon lasted from 2 to about 5:30. The afternoon menu was another round of more buckets and more hay. We swept alleys again in the afternoon. Our brooms were very artistic, being a bundle of twigs tied together and a stick jammed into one end of the bundle. I don't know how rich the inventor has become who first thought of that method of watering cattle and sweeping alleys.

The first sight of the lights off the Irish coast looked pretty good to us. All that day we could see either Ireland or England. In the afternoon the ship kept pretty close to the Welsh shore. The coast is high and rocky and in the sunset it was a beautiful dull reddish color. The hills beyond were green and divided by the old stone fences into small irregular farms. The stone houses, most of them white, were scattered here and there along the fertile valleys. Our pilot came on at Lynas Point at 5:30 in the evening and had full charge of things till he reached Liverpool. The cattle could smell land, so the seamen said, and were restless the last night and we slept but little. We turned down the broad Mersey shortly after midnight. That was Saturday morning and we reached Birkenhead, on the west bank, in a short time. Here we landed our 400 cattle, all in excellent health and we shed no tears at seeing them depart. Each of us carried some cargo down the gangplank and set foot for the first time on English soil.

We bought English bicycles and spent two months on the perfect roads of England and the continent.

The cattlemen has his joys and sorrows but the latter are very soon forgotten and one finds himself planning to go again—even as a cattlemen.