

MAY AVERT STRIKE

Union Pacific Car Builders Likely to Stick to Agreement.

WILL HOLD A MEETING THIS EVENING

Majority of Men Favor the Company's Proposed Premium Goals.

CARMEN CONTINUE AT WORK AS USUAL

Nonunion Men Lead the Agitation for a Walkout.

NIGHT AND DAY SHIFT AT GRAND ISLAND

Union Pacific Said to Be Making Arrangements to Double or Triple Capacity of Nonunion Shop.

The Brotherhood of Railway Carmen did not meet last night to take final action upon the agreement entered into with the Union Pacific by their committee, as was expected, but will hold its meeting tonight at its hall at Fourteenth and Douglas.

"There is not as much dissatisfaction over the agreement entered into between the company and the local car builders as has been represented. There are a few agitators who would like to precipitate a strike, and some of these have been circulating a petition for this purpose since last night.

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LIEUTENANT HICKMAN NEXT

Must Stand Court Martial Trial for Alleged Cruelty to Tayabas Natives.

MANILA, July 9.—General Chaffee has ordered Lieutenant Edward A. Hickman of the First Cavalry to Manila for trial by court-martial on the charge of alleged cruelty to natives of Tayabas province. The charges arise from the Gardner inquiry. It is claimed that Hickman obtained two natives in a stream in order to duck information. He is further charged with having ducked a third native who died from an infection. The natives' officials say that proof of the latter is doubtful.

The court presided over by General William H. Bixbee, which is trying Captain A. Ryan of the Fifteenth Cavalry, on the charge of unnecessary severity to natives, will try Lieutenant Hickman.

The defense in the Ryan court-martial closed today. The arguments will be heard Saturday. The defense offered much testimony and many documents to show that the charges of unnecessary severity to natives, which were made by the Gardner inquiry, and that Captain Ryan was justified in using force to obtain information, protect his command and pursue the enemy.

It was shown that the two natives who were "treated" communicated with the enemy, giving information regarding the Americans' supplies.

Second Lieutenant Charles Burnett of the Fifteenth Cavalry and Surgeon Major Peter R. Egan testified that they took the same treatment as administered to the natives and that they did not suffer therefrom.

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STRIKE OF SHORT DURATION

Trouble of the Freight Handlers is Virtually Settled at Conference.

AGREE TO TERMS OF THE RAILROADS

Strikers Accept Scale of Wages Offered Them July 1 and Which Was Emphatically Refused at the Time.

CHICAGO, July 9.—The strike of the freight handlers is virtually settled. Meetings of the strikers will be held tomorrow to ratify the action taken tonight by President Curran of the order, but inasmuch as the terms of the settlement are agreed to by the general managers of the railroads, that the majority of his men were "going back" on him, there is little doubt that the terms will be accepted by the mass meeting.

By the terms of the settlement the strikers accept the scale of wages offered by the railroads July 1. This schedule was emphatically refused by the strikers at the time it was made. It offered an average increase of 20 per cent for all classes of the freight union. The demands of the men would have made an average increase of 30 per cent. The railroads at the time of offering the increase on July 1 said that under no circumstances would they recognize the union of the freight handlers to the extent of allowing the officers of the organization to make terms for the men with the officers of the railroads by which they were employed. This was one of the chief reasons for the strike, the men insisting that the union should be fully recognized. The railroads have now a complete victory on this point.

Attitude of Railroads Unchanged.

The attitude of the roads toward the freight handlers' union is the same as that maintained toward all local organizations of railroad men. The freight handlers demanded something that no other organization of railroad employes in Chicago had asked and the managers answered that under no circumstances would they agree to this. President Curran of the handlers' union said, after the meeting with the general managers tonight, that he practically had been compelled by his own men to accept the terms of the roads.

"Two-thirds of them would have gone to work in the morning," he said, "and it was simply a question of doing the best possible under the circumstances. The railroads agree to take back all the strikers who will apply for their old positions by noon tomorrow."

The settlement of the strike came unexpectedly. The meetings during the day of the various committees with the general managers of the railroads did not produce much result, neither side making concessions.

When the committee had reported back to the executive council of the strikers a meeting of that body was held. Several of the Chicago Federation of Labor, including President Bowman, were present. The officers of the federation used every means to induce the strikers to accept the terms offered them, but without avail. Twelve members of the executive council spoke against the acceptance of the terms and three were in favor of it. The meeting was at times acrimonious and there was a sharp exchange of words between President Bowman and the Federation. Some of them said Curran of the freight handlers' union, in which the former was accused of "playing politics" at the expense of the freight handlers.

President Curran Accepts.

The proposition finally was made that the matter of an agreement with the railroads should be left with President Curran and President Bowman of the federation with full power to act. A meeting was then arranged with a committee of the general managers of the railroads, who had full power of settlement on their side. The result was that President Curran agreed to accept the basis of increase offered by the railroads July 1.

The action of the teamsters was a potent factor in settling the strike. They took strong issue with the freight handlers and intimidated very plainly that no assistance could be expected from them, inasmuch as the freight handlers had struck against the advice of the Chicago Federation of Labor.

The session of the executive council came to a sudden termination and President Curran and Bowman left for the meeting with the general managers. When he left this meeting President Curran was surrounded by crowds of the strikers, who had been waiting to hear the result of the meeting, and there was great dissatisfaction with the action taken. That meeting would be held Thursday morning, at which the results of the meeting with the managers would be made known. The displeasure of the men had a marked effect in bringing about the settlement of the strike.

The agreement reached by President Curran with the managers tonight must be ratified by the men tomorrow, but there is only a very small probability that this will not be done.

WIRELESS PLAN FOR ALASKA

Electrical Engineer to Establish Telephone System from Fort Gibbons to Bates Rapids.

SAN FRANCISCO, July 9.—R. Pfund, an electrical engineer, has arrived here on his way to Alaska for the purpose of establishing a wireless telegraph system between Fort Gibbons, on the Yukon river, and the fort at Bates rapids, on the Tanana river, a distance of 150 miles.

The line, which will be constructed under the direction of Chief Signal Officer Greely, will be completed by October 1. On his return from the north Mr. Pfund may take measures to establish a station near the Golden Gate, so that wireless communication may be had with vessels on the Pacific.

LIGHTNING KILLS A FARMER

Electrical Storm Accompanied by Cloudburst Does Great Damage in Pennsylvania.

EASTON, Pa., July 9.—A cloudburst in the upper Bushkill district of Northampton county last night did a vast amount of damage. Only messenger details are obtainable at this time owing to washouts and the destruction of telegraphic and telephone lines.

Charles Abel, a farmer, who with his wife was returning from the harvest fields, was struck by lightning and killed. The Bushkill creek overflowed its banks and many fields of grain were almost wholly destroyed.

MITCHELL STILL CONFIDENT

Believes that Miners Are Sure to Win Their Demands in Present Strike.

WILKESBARRE, Pa., July 9.—In an address today before the 400 delegates of district No. 1, in convention at Nanticoke, President Mitchell of the Mine Workers' union said he had never participated in a strike which he was so confident of success. This statement by the miners' chief was greeted with great applause. The national president severely criticized the citizens' alliance organizations which have been formed in Scranton and Wilkesbarre for the purpose of prosecuting persons who boycott or otherwise interfere with the coal operators.

The coal operators have organized a bureau and are constantly sending out through it what purport to be articles, views and statements from them, while in fact they are articles, views and statements from the miners' union. Mitchell said that he would stand responsible for any of the statements, unless he is informed of their source by the miners' union. He said that he would stand responsible for any of the statements, unless he is informed of their source by the miners' union.

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SERIOUS FLOODS IN IOWA

Practically All Streams in Central and Western Part of State.

DAMAGE TO PROPERTY HARD TO ESTIMATE

People in Lowlying Sections of Des Moines, Fort Dodge and Many Other Places Compelled to Move.

The heavy rains of Tuesday and Tuesday night falling upon ground already thoroughly soaked, caused the rivers and creeks of Iowa, Nebraska and Kansas to overflow, doing immense damage to property.

In Iowa the worst of the floods are in the central, northern and northwestern portions, extending south as far as the line of the Rock Island railroad. In Des Moines, Fort Dodge, Marshalltown and numerous other towns property has been compelled to abandon homes in the lowlands. Railroads have suffered to the extent of several hundred thousands of dollars and traffic in the section mentioned is either abandoned or badly delayed.

In Nebraska the most serious damage, so far as cities are concerned, was at Lincoln, where Salt Creek overflowed its banks and flooded the railroad yards and the section in which most of the wholesale and manufacturing industries are located. Many of the poorer people of the city also lived in the section and they were driven from their homes, abandoning everything in their houses. In the southeastern part of the state practically all the streams are out of their banks, the Blue and Nemaha doing the most damage. Beatrice, Aurora, Tecumseh and other towns along these streams are suffering. Railroad tracks have been washed out and trains in many instances abandoned.

The amount of damage done to crops in the flooded lands along the streams will be largely upon how soon the waters subside. If they remain under way long the loss will be total, but if no more rain comes a large portion, particularly corn, will be saved.

(From a Staff Correspondent.)

DES MOINES, July 9.—(Special.)—The old citizens have to go back at least a half century to find anything in the nature of a flood with which to compare the present condition of affairs at the Coon fork of the Des Moines river. Tradition says that in the early part of the century in the eastern and southern portions of Des Moines were covered with water, but that before so many houses were built there. During one of the periods of high water many steamboats came up from the Mississippi and landed here. But the present flood here has broken all known records. At the Locust street bridge, where the city has a gauge, the water in the Des Moines river stood fifteen feet above low mark this morning and was twenty feet at midnight.

The river is very wide at this point. Levees have been broken over, bridges washed out, parks and gardens submerged, houses floated away, factories stopped, roads destroyed and fences torn up. Large areas of the city are under water and this includes some residence districts, chiefly the homes of laboring men, and a number of the factory districts. The greatest single loss is in bridges. The false work used by the workmen engaged in constructing a brick arch bridge in the north part of the city went out last night and the bridge was broken over, against the street car bridge leading to Highland park and the north residence part. The bridge was in danger most of the night, but the drift was taken away this morning and floated on down past the city at the location of the Great Western freight bridge. A portion of the bridge is being rebuilt and the material was on a trestle, which was carried away, taking all the materials.

Trains Held by Floods.

At midnight the levee on the north side of town broke, flooding a large residence section. Most of the families removed earlier in the evening. A small break occurred in the Racoon river levee just after midnight and a large force of men is attempting to hold the flood in check. Two Rock Island eastbound passenger trains were held tonight at Commerce, twenty miles west of here, where the levee broke. The Rock Island westbound passenger train was held at Commerce, twenty miles west of here, where the levee broke. The Rock Island westbound passenger train was held at Commerce, twenty miles west of here, where the levee broke.

The families living south and east of the river are in a dangerous predicament. The water has spread over the adjoining pastures and is slowly rising.

Just east of the north eighth avenue bridge the Parker bathhouses and the boat club houses of the Des Moines Riveride canoe clubs are flooded by water. It is reported that the bathhouses are being run and running through the interior rooms. Ropes and chains have been used to anchor them to trees.

Race Track Under Water.

The mile track of the Des Moines Driving association is being flooded and the races will be given up that were scheduled for next week.

The Chautauqua assembly in session here has been interfered with that a portion of the program will be given up.

In all nearly fifty families have been compelled to move out of their homes. The levees in what is known as the packing-house district have been broken over and the water has flooded that portion of the city, though not very deep.

The continuous rains have forced nearly all Iowa streams from their banks and the destruction of crops, live stock and other property is assuming immense proportions. It is impossible to estimate the damage from the indefinite reports received. The damage is especially extensive in the central, northern, western and southwestern parts of the state. The valleys of the Sioux and Mingo rivers are flooded and Woodbury and Monona counties are under water. The Iowa river at Marshalltown is the highest since 1881. Many county bridges have been destroyed and traffic between Marshalltown and surrounding points is practically cut off. Cattle and hogs have been drowned in large numbers in the Iowa valley. At Cedar Rapids 5 1/2 inches of rain has fallen since July 1. Cedar river is out of its banks and many families have been forced from their homes. Numerous bridges have been swept away in Linn county.

The Skunk river and Squaw creek are out of their banks and near the confluence in Story county thousands of acres are flooded and crops practically destroyed.

Water Four Feet Deep in Town.

A deluge visited the town of Exira last night and trains on the Audubon branch of the Iowa Central were stopped by a degree at 1 o'clock. Six deaths from heat were reported during the morning.

PITTSBURG, July 9.—The mercury is still hovering in the 90s, with thunderstorms and cooler weather are predicted for Thursday.

Six deaths from the heat and ten serious prostrations have been reported since yesterday. In nearly all the prostrations the condition of the patient is said to be serious and some are in critical shape.

The mill workers are the greatest sufferers and many have been obliged to stop work.

NEW YORK, July 9.—This was the hottest day of the year in this city. The weather bureau showed a temperature of 91 degrees at 1 o'clock. Six deaths from heat were reported during the morning.

CONDITION OF THE WEATHER

Forecast for Nebraska—Fair and Warmer Thursday; Friday Increasing Cloudiness; Probable Showers in Western Portion.

Table with 4 columns: Temperature at Omaha Yesterday, Hour, Deg., and Hour, Deg. Rows show temperatures for 5 a.m., 8 a.m., 11 a.m., and 12 m.

BEATRICE CALLS FOR HELP

Disastrous Fire Raging and Flood Renders Waterworks Practically Useless.

BEATRICE, Neb., July 10.—(Special Telegram.)—The most disastrous fire in the history of Beatrice broke out here this morning shortly after 2 o'clock. The fire started in the Green block and is supposed to be of incendiary origin.

Owing to the fact that the water supply here was shut off last evening the flames were perfectly helpless and unable to cope with the flames. The fire spread rapidly to the large department store of the Klein Mercantile company. The city is at the absolute mercy of the flames on account of no fire protection.

The fire is still raging and there is no telling what the result will be, although it is hoped the fire can be confined to these two buildings. The mayor has telegraphed to Lincoln and Nebraska City for fire-fighting apparatus, as there is no telling where the conflagration will end.

PRICE STILL REMAINS HIGH

Little Change in Corn and the Expected Does Not Happen on Board of Trade.

CHICAGO, July 9.—Developments in the corn deal today were the failure of at least two expectations. One was that the bottom would drop out of the market because of the reported settlements with outstanding shorts, which would mean the abandonment of the elevator and the Pacific railroad was capitalized for over \$100,000 per mile. This and other testimony of a similar nature, all regarding the value of the railroad property in consideration, was produced to show that the board had discredited its information in making the assessment.

On cross-examination Mr. Rosewater was asked by Mr. Baldwin to enumerate some new property obtained by the Union Pacific railroad during the past year, or any other improvement made that increased the general value of the property. This was met with the rejoinder that the terminal tracks of the road had been raised, the general condition of the grounds vastly improved and many new sidetracks built.

"It is a general way under the title of the 'elevator interests' are still out. There are apparently only two places where they can cover. One seemingly is in the corn pit on 'change' and the other the private one of Harris, Gates & Co. The size of the transactions show that they have not been bought, while a member of the Harris-Gates firm insists that he knows nothing of any private settlement."

MAYOR AMES IS INDICTED

Grand Jury Makes Serious Charge Against Chief Executive of Minneapolis.

MINNEAPOLIS, July 9.—The grand jury has returned indictments charging A. A. Ames, mayor of the city; Fred W. Ames, superintendent of police, and Joseph (Reddy) Cohen with accepting bribes.

The charges are based on the alleged collection of tribute from abandoned warehouses in which it is charged that Cohen acted for the mayor and chief.

When Mayor Ames was arraigned in court this afternoon on two indictments, each charging that he received \$15 for "protection" on certain dates named, his attorney denounced the charge as "infamous and trivial," and demanded immediate trial. He urged this further on the ground that it was for the public interest that the charges against the chief executive officer of the city should be settled at once. Judge Harrison said that the court was no respecter of persons and that the case must take its turn with the others. He set the case for trial July 14, and added the bail at \$5,000, which was promptly furnished.

Neither Chief Ames nor Cohen was arraigned. The latter has not