

THERE IS A DIFFERENCE—
The sensational paper which colors its news for the sake of the noise it can make gives an entirely different kind of news from that of the Times-Republican, which aims at the exact facts.

The Evening Times-Republican.

UNBIASED NEWS—
Can only be obtained from the news paper whose editor or proprietor has no other object in his publishing than to print a good news paper at a profit. This bars political ambitions.

VOLUME THIRTY-THREE.

MARSHALLTOWN, IOWA, SATURDAY, DECEMBER 14 1907

NUMBER 299

BATTLESHIP FLEET RIDES SEVERE STORM

None of the Vessels Suffer By Hurricane Raging on Atlantic Today

FAREWELLS TO BE SAID SUNDAY

Families of Officers and Men to Bid Them God Speed—Start to Be Made at 10 O'clock Monday Morning—President to Witness the Start—The Final Arrangements.

Norfolk, Va., Dec. 14.—With the cooling and loading of stores of every description complete and everything in readiness for next Monday morning's start on their voyage to the Pacific coast, a severe southeast storm which struck the coast and lasting through night continuing with great intensity during the day, had but little effect on the great battleships of the Pacific bound Atlantic fleet as they rode safely at anchor thru the gale in Hampton Roads. The wind reached a maximum velocity of forty-eight miles an hour at Cape Henry at four this morning. The seas were rolling almost mountain high and made it dangerous for craft of all kinds caught in the teeth of the gale.

The storm was followed by a hard wind along the coast and a dense fog at the Virginia capes making it well nigh impossible to distinguish passing vessels. Today there was considerable activity aboard the ships in getting everything in the best possible trim and looking absolute perfection for Monday's start and for the inspection at long range of the Armada by President Roosevelt from the deck of his yacht, the Mayflower. The heavy seas in today's storm made the massive ships of steel roll considerably, but the storm was not of unusual consequence, except in its interference with small launches.

Farewells on Sunday.

Sunday will be a day of farewell greetings at Old Point Comfort. The families of many of the officers who go out in the fleet are there and the last visit ashore of the officers will be made Sunday night. The signal to get under way will be blown from towering yards of the flagship Connecticut shortly before 10 Monday morning, and under the eye of the president, the ships will pass outside the capes and turn their bows to the south and on their course thru the eastern end of the West Indies to Trinidad, the first scheduled stopping place on the way to show the people of the Pacific coast the finest double squadron of war vessels ever in the western sea.

"No fleet of such size has ever made the voyage," wrote the president in his message to congress, a statement which gives official expression to the magnitude of the undertaking, whose chief purpose, it is stated, is to train the battleship fleet in squadron maneuvers under severe conditions, and is officially added to the "only way by which to teach the officers and men how to handle the fleet so as to meet every possible strain and emergency in time of war is to have them practice under similar conditions in time of peace."

It will be the object of Rear Admiral Robley D. Evans and officers and men cruising in the wake of the double starred flag to bring out on the 14,000 mile journey all the information the navy department and the president desire in sending them to show what some of the needs of the navy are to enable the authorities to provide for them.

BANDITS IN LOSING FIGHT.

Attack Mail Train in Caucasus, But Repulsed With Heavy Loss.

Tiflis, Trans Caucasus, Dec. 14.—A band of sixty robbers attacked and derailed a mail train running between Tiflis and Baku, last night, near Salakhia. The train carried a large sum of money. The train guards repulsed the bandits after a fight in which many passengers and soldiers were wounded. The bandits finally retreated, leaving four dead behind them.

The attack was daringly conceived, and carried out. Thirty yards of the track on a down grade had been torn up, and the train, running at full speed, plunged its way over the ties. Both locomotives and most of the cars were derailed. The robbers, who were out and advanced on the train guard and passengers. They threw eight bombs and opened a heavy fire on the confused passengers. The train guard rallied quickly, and returned the fire from behind a mass of wreckage. They held their ground tenaciously, until the robbers were driven off, carrying their wounded. Troops are in pursuit.

WILL PROVIDE TURKEY DINNER

Aged Minneapolis Woman Makes Peculiar Bequests.

Minneapolis, Dec. 14.—The bulk of Mrs. Frances J. Pray's estate, estimated to be worth \$30,000, is to go to charity. Christmas and Thanksgiving day turkeys for the poor of Hancock county, Illinois and substantial bequests to Minneapolis institutions are provided for in Mrs. Pray's will, filed today in probate court.

Mrs. Pray leaves \$10,000 to Northwestern hospital, \$5,000 to Asbury hospital and Rebecca Deaconess Home,

MAIL TO "SANTA" TO BE DELIVERED

Postmaster General Authorizes Important Action on Part of Postmasters

UP TO ST. NICK'S SUBSTITUTES

Postmasters May, if Assured of Sincerity of Purpose, Turn Children's Letters Over to Charity or Other Organizations or Even to Individuals—Must Use Discretion.

AUTO ON COWCATCHER

Two Prominent Minneapolis Business Men Come Out of Unique Experience Without a Scratch—Auto Was Struck by Great Northern Train.

Minneapolis, Dec. 14.—Sitting in their automobile and carried for fifty yards by the cowcatcher of a passenger engine, was the harrowing experience of S. J. Hewson, president of the Menominee Hydraulic Press Brick Company, and Frank Peck, superintendent, here last night. They escaped without a bruise. The two were returning from a visit to St. Paul, when the automobile was struck by a Great Northern passenger train at a street crossing.

RECEIVERSHIP ENDS TONIGHT.

Reorganized Pere Marquette Railroad Company Elects Officers.

Detroit, Dec. 14.—It was announced at the office of the Pere Marquette railroad today, at the first directors' meeting of the reorganized company will be held Friday in New York. William Cotter was elected president of the road, and George W. Perkins, of New York, chairman of the board. The receivership of the Pere Marquette railroad, which was later filed in the court of appeals. It is expected that the entire record in the case will be filed within a few weeks. A hearing will be had upon the appeal within a comparatively short time.

BILL OF EXCEPTIONS FILED.

Hearing Expected Soon Upon Appeal of Standard Oil in Indiana.

Chicago, Dec. 14.—The bill of exceptions in the appeal of the Standard Oil company of Indiana from the fine of \$29,240,000, was today signed by Judge Landis, and was later filed in the court of appeals. It is expected that the entire record in the case will be filed within a few weeks. A hearing will be had upon the appeal within a comparatively short time.

CUMMINS REFUSED

Would Not Make a Direct Statement in Reply to Demand From Dubuque During Campaign of 1906—Governor at New London Today.

Special to Times-Republican.

Des Moines, Dec. 14.—Governor Cummins is in New London today, where he addresses a home festival gathering. No statement concerning Dilliver's letter could be had. It is understood that correspondence leading up to the governor's letter to Torbet discloses that the governor was asked to make a direct statement pledging himself not to the candidate against Allison, which he refused to do.

[The Dilliver and Torbet letters appear on Page 3 of this issue.—Editor.]

A POLITICAL ISSUE.

Sunday Lid for Chicago Will Go to Polls, According to Plans.

Chicago, Dec. 13.—Plans to make Sunday closing a political issue in Cook county and in several Illinois districts and to close Chicago up tighter than a drum so far as theaters, street railways, restaurants and barber shops are concerned, if the Law and Order league wins its case against the Sunday saloon, are being laid by the United Societies for Local Self Government.

Preparations for war against legislators who help to kill the "home rule" bills are being made by the organization, and the executive committee last night considered an elaborate scheme for a battle of retaliation drafted by the political action committee.

DEATH BLOW TO SCALPERS.

Decree in Accordance With Recent Decision Against Ticket Scalping.

Chicago, Dec. 14.—Federal Judge Kohlsaat today entered the final decree in the suit of sixteen railroads against ticket scalpers in accordance with the recent decision of the United States supreme court, holding that the business of railroad ticket scalping was illegal. The entering of the decree was declared by railroad attorneys to be the death blow to the scalping business in Chicago.

Mrs. Longworth Doing Well.

Washington, Dec. 14.—The condition of Mrs. Longworth, who was operated on two days ago for appendicitis, continues entirely favorable.

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SALOONISTS RUNNING FOR COVER RAPIDLY

Iowa Retail Liquor Dealers' Association Insisting Mule Law Shall Be Obeyed

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Liquor Dealers Who Obey Laws Notify River Towns That They Must Do So Or Law Abiding Ones Will Join Temperance Crusade—Shaw's Book Out in February.

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The saloon keepers of the inland towns are the prime movers in the plan. They have decided to lay down the ultimatum to all the river town saloon keepers and that unless they "come in" and obey the law, the inland town saloon keepers, who have for years been obeying the mule law, will join the forces of the temperance people and give them moral support in closing up such saloons.

The inland saloon keepers fear that unless checked, the sentiment will result in the prohibitory amendment which the Anti-Saloon league and ministers are working so vigorously for.

It is learned that in Davenport the brewery interests own three-fourths of the saloons of that town. There are some thirty saloons in that town, but as there are in Des Moines, the Davenport breweries have observed the provisions of the mule law, but the saloons that they own have not. This has led to the breweries being held up for many years by blackmailing lawyers. They have paid hundreds of dollars to keep these lawyers from starting court actions against them. Finally driven by desperation they organized a "holding company" to manage the saloons, so that the breweries could not be hurt.

In their management of their saloons the breweries have been forced to buy the property in which their saloons are located and this has been a big expense to them. Under the new plan the state association proposes that all Davenport saloons and breweries shall obey the mule law and live up to all its provisions. This means that they must give the mule law which they have never paid, the payment of this tax will result in about one-half the saloons going out of business and the breweries will have a lot of corner lots property for sale.

A number of Davenport saloonkeepers have decided to begin strict obedience to the mule law at once and not wait any longer for threatened legal action. They have given the first one a \$3,000 bond and the necessary papers with the county auditor. Others are preparing to do the same, and it is thought that within a very short time all will be obeying the law.

Several incidents happened to hasten the saloon keepers to seek shelter under the mule law. One was the visit of the officers of the Iowa Liquor Dealers' association and their ultimatum that unless the saloon keepers complied with the mule law they would join forces with the temperance element to bring it about, and that outside breweries would join in the movement.

The organization of a local civic federation was completed by the election of Rev. W. H. Blanke, pastor of St. Paul's English Lutheran church, as president.

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