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Legal and official square inser-

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JOB PRINTING The Job department of the Press is complete d affords facilities for doing the best class of ork. Particular attention Paid to Law sunting.

No paper will be discontinued until arrear-ages are paid, except at the option of the pub-lisher. Papers sent out of the county must be paid for in advance.

The Empress Dowager of China is feeling the weight of her years and is anxious to have her last resting place made ready before she is "invited to become a guest of heaven." The Shanghai North China Herald says that something like \$5,000,000 has already been spent on the proposed mausoleum, west of Peking, designated "the happy land of a myriad years."

The earl of Derby said at the meeting of the British Association for the Prevention of Consumption that light and air would do more good to the sufferer from tuberculosis than any medical treatment. Experience shown in this country that the openair treatment has produced the most gratifying results. The experiment has been tried in many states and with good results.

The cathedral of the Holy Savior in Moscow is probably the most magnifi-cent church in the world. Its five cupolas are covered with pure gold oneeighth inch in thickness. Its internal decorations are magnificent and very This church is the nation's thank-offering for the deliverance of Moscow from the French. It took 50 years to build, and its cost has been estimated at £10,000,000 sterling.

Nan Patterson, the actress, found that her notoriety gained in her trials for the alleged murder of Caesar Young in New York was unfavorable to her. She was engaged by a theatrical firm at a salary of \$200 a week to reappear on the stage. She was greeted by small audiences in her tour through Pennsylvania and quit in disgust and in tears at Altoona, Pa., her first week. She has returned to her parents in Washington.

Memorial day this year came under widely different conditions from those which prevailed at all previous recurrences of the holiday. The restoration of all the battle-flags captured from the confederacy during the civil war has brought out expressions of warm appreciation from all parts of the South. The bill which ordered the restoration was introduced by a republican, passed each branch of the congress by a unanimous vote, and was promptly and cheerfully signed by President Roosevelt,

Germany, in common with most other European nations is carrying out the policy of promoting peace by preparing for war by making large in-creases in both her military and naval establishments. Under the provisions of the new army bill the strength of the German army on a peace footing will be increased until it reaches the number of 505,839 in 1909. This involves an addition of nearly ten thousand men, excluding, apparently, offi-cers and non-commissioned officers, and one-year volunteers.

The dome of St. Isaac's cathedral in St. Petersburg is the most conspicu-ous object in the city. It is covered with copper, overlaid with pure gold; no less than £50,000 worth of gold being melted down for the purpose. tering the cathedral by the magnificent bronze doors, 44 feet wide and 30 feet high, said to be the largest in the world, the visitor is overwhelmed by its richness and massive splendor. The dome of the shrine is supported by eight Corinthian pillars of malachite, given by Prince Demidoff, and valued

The robes of the Russian clergy are the tichest in the world. In the house of the Holy synod, inside the Kremlin, may be seen vestments of fabulous value. One is embellished with the Nicene creed embroidered in pearls. There are no fewer than seven mitres studded with diamonds, rubies and emeralds, also golden croziers of rare The boundless wealth, gorgeous decorations and endless magnificence of the churches are strange contrast to the poverty-stricken, unkempt peasants who throng the churches at all hours of the day.

In a hulletin, issued by the departmen of commerce and labor on the subject of marketing goods in Central America and the West Indies, emphasig is laid on the fact that there are few, if any, American credit agencies in those parts. This puts American experters at a disadvantage. English, German and French exporters have bank connections throughout Central America and the West Indies, and by their knowledge of the financial ability of merchants are able to offer better terms than Americans, who must in-sist on each payments or short credit.

Something Which Free Traders Are Respectfully Invited to Crack.

American free traders unhesitatingly assert that protection is the only obstacle to the creation by the citizens of the United States of an ocean marine. They are never very clear as to the mode in which the policy works to prevent such a consummation, but they usually leave it to be inferred that it is the high price of the raw materials used in shipbuilding which makes it impossible for us to "butt into" the oversea carrying trade. That this is not the real obstacle is easily demonstrated, says the San Francisco Chronicle. If high-priced raw materials were a hindrance to the de-velopment of a great, cheap and efficient transportation system, the United States would not have, as it admittedly has, the best and most economical railway service in the world.

In 1903 there were 207,604 miles of railway operated in this country. The rails and other steel used in their equip-ment were almost wholly produced in the United States, the iron and steel imported in the early days before we had built up a great rolling industry having long since rusted and rotted. During the time we were importing, however the free traders were unceasing in their denunciation of a policy which they declared impeded railroad development. They were too short-sighted to see that erection of rolling mills and the creation of a great steel and iron industry were helping to build up the country, thus furnishing business to the railroads and assisting in bringing about that prosperous condition which alone can materially promote development.

Here is a statistical account of the results produced by the alleged impediments offered by protection to our railway development. There were 207,604 miles of railway in 1903, employing 1,309,640 people in all departments, whose combined wages and salaries in the year mentioned amounted to \$775, 000,000. In one form and another the stupendous sum of \$13,525,623,300 is invested in these railways, and their gross earnings in 1903 footed up \$1,908,857,826. The vast traffic of the roads required 1,634,332 freight and 28,648 passenger cars, and they carried 696,908.994 passengers one mile and 171,290,310,685 tons of freight were moved one mile. But the greatest achievement of all was the reduction under the protective system of the average cost of moving a ton of freight one mile from 1.99 cents in 1870 to .74 of a cent in 1903.

In the face of such an outcome it is manifestly absurd to say that protection has been a hindrance to transportation development on land. Under its beneficent workings a railway system has been created in this country which has a carrying capacity greater than that of all the ships of the world, and which moves more freight than the latter, and does it more cheaply than the rail-ways of free-trade England perform a like service for the people of that country. It is equally absurd to charge that the high price of raw materials and pro tection generally are responsible for the failure to develop an American oversea carrying trade. The failure is due to the opposite cause. The refusal to pro tect American shipping against the competition of Lascar labor at three dollars a month, and the almost equally cheap labor of northern Europe explains why we are not "in it" on the ocean. When we recognize this fact we shall see the American flag flying in all the ports of the world, and later the cost of freighting on the ocean will, through American methods and ingenuity, be cheapened as it has been on the land. If we can improve our railways under protection so as to make them beat those of the rest of the world, what is to hinder us from making an American shipping system equally effective?

#### Literature in Alaska.

A member of a government party which journeyed through Alaska during the Tanana rush was horrified at lack of entertainment and good literature available for the miners. "Doesn't it get dull here?" he asked of an old prospector at Fairbanks. "What echoed the gray-haired prospector, gravely. "Do? Why, bless you, we have very genteel amusements. As for readin' an' literature an' all that, why, when the fust grub comes in the spring we have a meetin' an' call all the boys together an' app'int a chairman, an' then some one reads the directions on the labels of the bakin' powder cans."— Seattle Post-Intelligencer.

## Protective Tariff Results.

Without a protective tariff it would have been utterly impossible for the silk industry of this country to have made the rapid progress it has and by the same method the wages of the operatives in the silk mills of the United States have been maintained at a much higher standard than prevails anywhere else. The rise of the silk industry as a result of our protective tariff system is not a theory, but an actual fact. It is one of the numerous lines of industry which has grown and prospered under our tariff system and is a living witness against free-trade fallacies.-Nashua (N. H.) Telegraph.

The Ohio republican platform puts the case squarely: "We affirm unequivocally the republican state and national platforms of 1904. We stand by the principles of protection to American labor and American industries." There is nothing between the lines. The ex-There pression is that of the stalwart republicanism that has been winning with these people and building up the nation into unexampled greatness for 50 years

Louis Globe-Democrat. D'A look over the field at this junc ture shows that there are nearly, if not quite, 57 varieties of democrats.-Chicago Chronicie.

#### OCEAN MARINE HARD-SHELL. WRONG AND AN INJUSTICE.

Such Would Be the Purchase of Pan ama Supplies in Foreign Markets.

Would a member of Abraham Lincoln's cabinet have adopted a policy of buying in the cheapest market? or member of Thomas Jefferson's cabinet These two men, says the American Economist, are held by Theodore Roosevelt as the highest examples and ideals of American statesmanship. It was Jefferson who said:

"My own idea is that we should encourage home manufactures to the extent of our own consumption of everything of which we raise the raw ma terial.

It was Lincoln who said:

'If my wife buys a dress in England for \$20 we have the dress and England has the \$20. If she buys that dress in the United States we have both the dress and the \$20."

What a howl we republicans and protectionists made when Cleveland's sec retary of war bought army blankets

So much for sentiment. How about the business side of Secretary Taft's policy of buying all supplies for the Isthmian canal in the cheapest market?

Why are we exporting and selling \$500,000,000 worth of manufactures abroad annually? Not because, as a rule, we are selling cheaper, but because we sell better goods than can be bought in European markets. Foreigners have learned that the best goods are in the end the cheapest. And now we are to ignore this very principle that has made us the largest exporting nation? If English and continental goods are not good enough for Europeans, are they good enough for us? It's a pretty serious responsibility for Mr. Taft to assume. this buying of cheap foreign goods and disregarding the well made wares of his own countrymen. If the well made American shovel, which costs \$1.20, outlasts two of the cheaply made 75-cent shovels made abroad, where is the saving in buying the foreign made article? And so on through the list.

So much for the business view

It is our money that is going to build the canal. Shall we spend it among our own laborers, or give it to foreign workmen? Suppose we do use a few more millions by buying at home. When the supplies are used up we would still have the money and every laborer in the country, every farmer and every professional man would benefit directly or indirectly. If spent abroad we shall soon have neither the supplies nor the

It would be an economical, a business and a sentimental injustice and wrong to buy anything abroad for the building of the isthmian canal which can bought at home. It would throw the administration and the republican party into derision and contempt.

#### ONLY A SAMPLE CASE.

Development of the Silk Industry the Result of a Protective Tariff.

A free-trade newspaper publishes a tatement showing the "marvelous development of the silk industry" during the past 45 years. The statement includes these facts and figures:

"In 1860 only 13 per cent. of the silk used here was home manufactured. This percentage had increased to 38 in 1880, and to 55 in 1890, and to 70 in 1900. In 1900 there were 483 silk manufacturing plants in the United States, with an aggregate capital of \$81,000,-000, employing 65,500 hands and paying them \$21,000,000 a year in wages. The importations of silk are rapidly declin-American mills supply most of the American demand and are competing with France and other foreign Ind countries for the trade of the world.'

All of which is strictly true, says he Troy Times. And it is also true that this "marvelous development" has occurred wholly under protection, originating with that granted by the law passed in 1861, when the republicans various tariff acts since passed, with he single exception of the democratic Wilson-Gorman bill of 1894, which reduced duties all along the line. A nation once wholly dependent on other countries for its silks and satins is now not only meeting all its own require ments in this line, but is underselling in the markets of the world competitors who have been in the business for centuries. That is the story of a single American industry fostered by protection. The tale could be told, varying only in detail, as to very many others. And still the free-traders try to fool the American people into the belief that protection is a handicap on prosperity.

threatened. The accepted method of conducting a tariff war is for each combatant to built a lot of war vessels and keep them at home.-Philadelphia

Inquirer. Fif Mr. Bryan attempts to lead the democratic party "back to the people' he will be going in The wrong direct tion. He must lead the party forward, not backward, if he wants to make connection.-St. Louis Globe-Democrat

Col. Bryan announces his intention of taking a trip around the world for the purpose of studying municipal problems. The announcement is some what startling, as it conveys an admis sion that there is a subject in the world that Col. Bryan does not know

all about.-Washington Post. Why is not a tariff that dissipated ousiness adversity and business stagnation and brought a condition of ex traordinary prosperity just the tariff to naintain that condition and just the tariff to hold on to without change so long as that condition lasts?-Ameri can Economist.

# SAYS HE BRIBED LABOR LEADERS

An Agent of Chicago Teaming Interests Tells of Paying to Prevent Strikes.

#### CLAIMS HE ACTED IN 400 CASES

John C. Driscoll States that in Two Years He Paid About \$50,000 to Union Officials, the Sums Ranging from \$100 Upward.

Chicago, June 14.-John C. Driscoll. former secretary of the associated teaming interests of Chicago, an-nounced yesterday that he would go before the grand jury and give testi-mony supported by documentary evidence to show that in two years while holding the office of secretary of the associated teaming interests he settled more than 400 strikes by the use of money with labor officials. These strikes, Mr. Driscoll asserts, affected almost every branch of industry Chicago. He takes the position that he acted merely in the capacity of an expert who was in a position to bring about the result that the employers sought, namely, a peaceable adjust ment.

Driscoll's method, according to his own account, was this: An employer or an organization of employers who were affected by a strike, would call and ask him to use his influence to bring about an adjustment of trouble and, except for the organization by whom he was employed as secretary he always refused a fee for his efforts The fees paid the union men ranged from \$100 to thousands of dollars aggregate probably amounting to \$50, 000. Not one penny was ever passed through Driscoll's hands to bring about a strike, according to his own assertion.

"I will prove that this is absolutely true," said Mr. Driscoll, "by the evidence that I have on hand. The charges that I have been a 'grafter,' that I have paid money to bring about strikes, that I conspired with union of-ficials to levy blackmail on employers under threat of strikes are all made of whole cloth. I am tired of being abused by these charges. I want every business man that I have ever had dealings with to go before the grand jury and tell just exactly what I did for them, what my fee was and wheth er or not I 'delivered the goods.' consider that it is absolutely legitt-mate to act in the capacity of labor commissioner and I think that in that capacity I have done vastly more good than harm. Many of the strikes that I settled were fixed in their incipiency and my efforts prevented perhaps serious industrial complications such as the present strike controversy.

#### FELL INTO A RAVINE.

Three People Killed and 29 Injured in the Wreck of a Passenger Train Near Golden Gate, III.

Albion, Ill., June 14.—Three persons were killed and 29 injured in the wreck of an eastbound passenger train on the Southern railway at Golden Gate, Ill., Tuesday. The train was a "Cotton Special" carrying Confederate veterans to the reunion at Louisville, Ky. While running at a speed of 50 miles an hour the engine struck a spread rail on a trestle 20 feet high and the engine and four coaches were overturned and fell to the bottom of the ravine. The engine turned com-

pletely over. The dead are:
J. J. Uhls, Greenway, Ark.
J. D. Johnson, fireman, Princeton,

Otto Graetz, engineer, Princeton, Ind.

Gen. James Jordan, of Pine Bluff, Ark., who was seriously injured, was in charge of the Second Arkansas bri-gade. The train consisted of three Pullmans and four coaches. first had the opportunity to enact such a measure, and continued through the go over the trestle. The third sleeper remained on the track.

#### HUNTED DOWN.

Three Men Accused of Altering and Forging Postal Money Orders Are Arrested in Pittsburg.

tant arrests were made here last evening by Postoffice Inspectors F. A O'Brien, Robert Gibbons and W. A assisted by local Detective Brown. Cecil G. Rice. The men arrested gave their names as John M. Reed, John Whitney and James Stewart, all claiming New York City as their homes. The charge against the men is altering, raising and forging postal money orders. The officials say that the prisoners have operated in every part of the United States and that the department has been trying to run them

down for over a year.

They are said to be the smoothest and most dangerous of their kind in the country. The method of the trio has been to secure a money order for cents and with the aid of chemicals raise it to \$75 or \$100. Then taking the raised order to a merchant the would purchase some article and get

## Steamship Burned.

change.

Huron, Mich., June 14.-The steam er Yakima, owned by the Gilchrist Transportation Co., of Cleveland, which had been aground in the St Clair river below this city since Sat-urday, caught fire Monday night and was practically destroyed.

Policemen Broke Up a Prize Fight. New York, June 14.—Half a dozen policemen armed with revolvers which they did not hesitate to use, broke up a prize fight on the outskirts of New Rochelle yesterday and captured 36 prisoners.

### TO IMPROVE THE SERVICE.

President Roosevelt Appoints a Com mittee to Point Where Reforms in Government Business Methods Should be Made.

Washington, June 17 .- The president has appointed a committee of five to report to him on improved methods of doing the public business in the

various departments.

The character of the work expected of the committee is indicated in the following letter addressed to Charles H. Keep, assistant secretary of the

treasury, by President Roosevelt:
"You are hereby designated as
chairman of a committee, to consist
in addition to yourself of the following
four gentlemen: Frank H. Hitchcock, first assistant postmaster general; Lawrence O. Murray, assistant sec-retary of commerce and labor; James R. Garfield commissioner of corporations, and Gifford Pinchot, of the agricultural department, who are to investigate and find out what changes are needed to place the conduct of the executive business of the government in all its branches on the most economical and effective basis in the light of the best modern business practice. In making this investigation I would like you to have in view securing an improvement in business methods, particularly among the following:
"Salaries should be commensurate

with the character and market value of the service performed, and uniform for similar service in all departments.

"Government supplies, except such as are required to meet emergencies or for immediate use in the field, should be standardized and purchased through a central purchasing office.

"As between the adoption of a uni form standard and the actual effici-ency of any office, the former must yield.

#### BUSINESS BULLETIN.

Moderate Improvement Is Reported by Dun's Review.

New York, June 17.-R. G. Dun & Co.'s Weekly Review of Trade says:

Moderate improvement is noted in commercial conditions, although progress is along conservative lines and there is no evidence of speculative ex-Seasonable weather has stimulated retail sales of light weight wearing appare!, and jobbers report more disposition among dealers to place or-ders for fall and winter goods. Mercantile payments are also more prompt, the brighter crop outlook having a salutary effect on all comcantile mercial operations.

Although little new business is

noted in pig iron, the steel mills are busy and confidence is expressed in developments next month. Textile manufacturing is in better condition than at any recent date, high prices for raw material exerting no retarding influence as yet, and most of the idleness in the leading industries is at tributed to seasonable overhauling of machinery and taking of inventories.

Failures this week numbered 229 in ne United States, against 257 last the United States, against 257 last year, and 25 in Canada, compared with 16 a year ago.

#### ON MANCHURIA'S PLAINS.

Linevitch and Oyama Will Probably Meet and Sign an Armistice.

Washington, June 17 .- Alone on the plans of Manchuria, midway between the two great armies, the Russian and Japanese commanders will meet to sign the armistice which will pave the way for the Washington conference if the present tentative program is fol-lowed Exchanges on this point are now in progress between Tokio and St. Petersburg, via Washington, but no final conclusion has been reached.

It was first thought a preliminary protocol might be signed at Washington providing for a temporary cessa-tion of hostilities, but in view of the fact that this concerns directly the armies in the field, it is believed that the belligerents will agree that arrangements of the armistice may be best entrusted to Linevitch and Oyama, the respective commanders in-chief, who in such event would be telegraphed special powers to sign. The time limit for the armistice has not been fixed, but it will be comparatively brief.

#### UNDER A RAFT.

The Bodies of a Woman and a Child Found in the Monongahela River.

Pittsburg, June 17.-A pitiful trag edy, it is believed, lies back of the discovery of two bodies, presumably those of a mother and her child, in the Monongahela river at McKeesport last evening. Rivermen were preparing to land a raft of logs when they caught sight of two human bodies under the raft. On attempting to bring the bodies from the water it was discovered that they were caught on one of the logs of the raft. After detaching the bodies with some difficulty they were brought to the surface. Tied tightly about the waists of the woman and the child was a bed sheet which had been twisted into a rope. The raft had been brought from Herr's Island Thursday. At what point the bodies had become fastened to the log is not known.

The belief generally held by the authorities is that the woman tied the sheet about herself and her daughter and that the two then plunged into the water, to die together.

# Leases are Subject to Taxation,

Wheeling, W. Va., June 17 .- In a decision handed down Friday by the supreme court of West Virginia, the ruling of State Tax Commissioner Dillon that oil, gas and coal leases are subject to state taxation is sustained, and will bring upon the tax books \$400,000,006 of valuation and several million dollars annual revenue.

#### A Great Fire at Moscow.

Moscow, June 17.—Four depots belonging to the army goods misariat and a mineral water factory vere destroyed by fire yesierday

# **VETERANS WHO WORE THE GRAY**

They Are Holding Their Fifteenth Annual Reunion at Louisville, Ky.

#### GEN. STEPHEN D. LEE PRESIDES

Gen. Joe Wheeler, Gen. Buckner and Other Leaders of the Confederate Armies Are Given Enthusiastic Receptions by Their Comrades.

Louisville, Ky., June 15.—Louisville yesterday welcomed the thousands who have come to attend the fifteenth annual convention of the United Confederate Veterans. The attendance exceeds expectations

Preparations for the accommodation of the old soldiers have been made on a lavish scale. At several points in the city barracks have been provided and a few steps away from each is the restaurant which 24 hours out of the serves free meals to the wearers of the gray.

Col. Bennett H. Young, of Louis-ville, commanding the Kentucky division, called the vast assemblage of veterans to order Wednesday after-noon in the horse show building. The invocation was by Chaplain General William Jones. The chaplain asked that the blessing of God descend on the president of the United States, that he might be the president of this whole country and of every section. After A. E. Richards had welcomed the visitors to Louisville, Gov. Beckham extended the hospitality of the

state Gen. Buckner welcomed the veterans on behalf of the Confederates in the state at large. The venerable soldier and statesman was given "three cheers and a tiger." Gen. Young was about to introduce Gen. Stephen D. Lee, the commander-in-chief, when Gen. Joe Wheeler, accompanied by his daughter, Miss Carrie Peyton Wheeler, the sponsor for the south, and her maid of honor were seen making their way to the stage. The chairman lost control of the convention and the vet-erans cheered themselves hoarse over the sight of their famous leader. Gen. Wheeler acknowledged the greeting in a brief speech.

A rousing reception was given the commander-in-chief, Gen. Lee, when he arose to respond for the veterans to the addresses of **W**elcome. The general's speech was interrupted many times by cheers. Cheers were given the few remaining great figures of the Confederacy as they made their appearance.

Louisville, Ky., June 16.—Gen. Stephen D. Lee was yesterday unanimously re-elected commander-inchief of the United Confederate Vet erans. The next convention will be held in New Orleans.

#### A LEAF FROM TOGO'S BOOK.

It Will be Utilized by the Men of Our Navy in the Placing of Range Finders on Battleships.

New York, June 15 .- Orders were received at the New York navy yard yesterday from the navy department at Washington to remove the guns from the fighting tops of the battle-ship Alabama. Orders have been isship Alabama. Orders have been is-sued also that the guns are not to be replaced on the fighting tops of the battleship Indiana, which is being repaired. It is reported that the guns are to be replaced by range finders and that similar orders are to be issued regarding other battleships. The victory of Admiral Togo in the battle of the Sea of Japan is said to have influenced the decision to put range finders in place of the one-pounders which have occupied the tops.

The fate of the battle was decided by the superiority of the work of the Japanese gunners, while the ships were still at long range. The department was informed that the aim of the Japanese gunners was due to the efficiency of the men with the range in the fighting tops and were thus able

to "pick up" the Russian ships at a far greater distance than the Russians could locate the Japanese.

Washington, June 15.—For some time past the navy department has had under consideration the expedience of installing capacity follows in the ency of installing range finders in the fighting tops of war vessels in place of the one-pound guns which have occupied places there. There is a two-fold purpose in this change. It will give the officers in charge of the range finders a more comprehensive view of the horizon and the possibility of lo cating an enemy than is now afforded, and also will enable them to control the batteries with better results than

#### at present. A Multi-Millionaire Dies.

Wilkesbarre, Pa., June 15.—Law-rence Myers died at his home yesterday, aged 86 years. Mr. Myers had been in the banking and real estate business here for 50 years, amassing an enormous fortune. He was one of Wilkesbarre's millionaires and owned over 200 properties in this city alone His coal lands are estimated to be worth \$1,000,000.

Two People Killed by a Train. Middletown, N. Y., June 15.—An automobile occupied by Mr. and Mrs. Richard S. Sayer, of Englewood, N. J., and their two sons was struck by a train at Goshen yesterday. Mr. and Mrs. Sayer were instantly killed and their sons were hurled several feet.

Turks Annihilated a Rebel Band. Salonica, Turkey, June 16. band of Macedonian insurgents, strong, was completely exterminated by Turkish troops near Palanka, June 13, after seven hours' fighting. The. Turks lost nine killed.