



AFTER COAL, WHAT?

A STAGGERING PROBLEM.

Water Power One Hope from Freezing, Electrical Expert Says.

"There will be no coal soon. Very many of us will still be alive when the supply of hard coal is entirely exhausted. There are, no doubt, many persons in this room this afternoon who will live to see the time when soft coal will be out of reach for general use."

No less an authority than Dr. Charles P. Steinmetz, of Schenectady, N. Y., consulting engineer for the General Electric Company, expressed this opinion yesterday before several hundred electrical engineers and students of the New York Electrical Trade School, at the Engineers' Building, in West 36th street. His subject was "The Future of Electricity."

"There will be no coal soon," he repeated. "We can now see the end of the supply. In a very short time coal cannot be used for fuel. It is already out of the question to use wood for fuel, and now, I ask you in all seriousness, what are we to do when finally we are brought face to face with the fact that unless some substitute for coal is evolved we will all freeze to death?"

He said that when the coal famine actually struck this country the people in it would probably be taught a truth that we now should know, namely, that "it is vicious to poison the pure air with the killing gases that are emitted from the chimneys of steel plants and other manufacturing concerns burning soft coal," and said there was only one solution to the problem, in the adoption of which the United States would be utilizing the one remaining source of power.

VALUE OF WATER POWER.

"The one thing that can keep us from freezing to death in winter is water power," he said. "In Massachusetts there is water power, many times greater than Niagara, running to waste. We must collect the water power, change it into electricity and use it. Something has already been accomplished along this line, but compared to what will be necessary later when the people of this country can no longer live on their capital—the coal fields—we have done very little indeed. Power is now transmitted in one unbroken current from Cleveland to Poughkeepsie, N. Y., for the use of electric railroads; but we have not as yet made any attempt to utilize the tremendous power that goes to waste in our spring floods. When we are forced to economize, as we will be to a wonderful extent before long, we will collect all the available power from even the small creeks of the country, and even then it is not at all unlikely that before many years there will be periods during the winter months when manufacturing plants will be forced to shut down so far as the turning out of their regular products is concerned and run their plants for no other purpose than to distribute heat to keep us from dying from the cold."

ELECTRICITY ONE HOPE.

Electricity was the one spark of hope, according to Dr. Steinmetz. He said the country could get along without physicians; that at least the human race would continue without physicians. "But the human race will not be able to continue without electrical engineers," he added emphatically.

"The country needs men in that profession right now," he continued, "because, while there are thousands of hard working engineers carrying out the plans formulated by others, there are only about three dozen who can go out into new fields and originate new plans."

Whether a man was a college graduate or not was of less importance than whether he could "keep a level head when seeing things moving rapidly around him," said Dr. Steinmetz in speaking of the requirements and emoluments in that field of industry. "And the South is the place for you to go. There is the great field for the electrical engineer." He became reminiscent: "I went South in 1894, and the first electric motor to work in conjunction with water power had just been installed. Only eighteen years ago! They have made rapid progress since. That is the country for you. They are only just begun down there. They are taking the cotton business from the mills of the North, and at the present there is an enormous water power development going on all through the South."

In addition to the comparatively imminent barrenness of the hard coal fields of the country, Dr. Steinmetz was equally positive in stating that in his opinion, it was a matter of only ten years until natural fertilizers would be also gone—used up. He said the supply of salt-petre in Chile could not last longer than that. The farms in the New England States are already exhausted, he said. "We have the wide West, where crops can be raised, but the time is not far distant when that section of the United States will reach that stage when there will have to be put back into the soil whatever is taken out. "Again, what are we to do?" he asked. Answering his question, he proceeded: "We shall have to utilize refuse products of cities and towns and villages now dumped into rivers and carried out to sea and by an electrical process make it valuable as fertilizer, else our soil will become barren and starvation must be faced."

CITY PLACE FOR WORK ONLY.

The views of Dr. Steinmetz were more cheerful concerning the changes which he said it pleased him to see taking place through the rapidly increasing number of electric trolley lines. The effect on the social life of the nation being wrought by that agency was, he said, to extinguish the country, making it the "suburb of the cities." He thought the city before many years would be deserted by all as a place of abode, except the bachelors, who might still be found in their boarding houses. "But people who want to live will go to the country. The electric cars will evolve this change. The city will be a place for work only."

Dr. Steinmetz was sure that the holders of stock in submarine cable companies need have no fear of an early depreciation in values caused by such competition as the wireless telegraph was able to make at this time. He said: "The wireless companies can collect messages from space, but cannot send out a message to just one other station, nor pick one up from just one other station. In this respect much will have to be accomplished; but it eliminates the possibilities that formerly existed in war. Enciphering cannot be cut off from each other as before. It will also help greatly in Polar expeditions. All that can as yet be done, however, by the wireless telegraph method is to send out a wave which goes everywhere—anywhere, and the infinitely small part that touches the wire at the receiving station is all that is received. The great present difficulty is to direct wireless messages."

WEALTHY ARMENIAN KILLED.

Boston, May 17.—Agop Garabedian, thirty-two years old, a wealthy Armenian, was killed today when he fell from a horse while riding in the city. Garabedian came to this country from France eight months ago. He formerly lived in Constantinople, having a residence in the royal palace as a favor to the Sultan.

DROWNS DESPITE FRIEND.

Midshipman High in Graduating Class Loses His Life.

Annapolis, Md., May 17.—Midshipman Arthur Linford Lucas, of Cleveland, a member of the graduating class at the Naval Academy, was drowned to-day, and Midshipman Carl D. Hibbard, of Northfield, Minn., who was with him at the time, nearly lost his own life in an effort to save that of his friend.

Immediately after dinner the two started out in a 16-foot canoe, which was capsized by the grasp of a passing schooner. Lucas lost his grip on the overturned canoe and showed signs of distress almost immediately. Midshipman Hibbard, who went to his rescue, was almost drowned, but persisted in diving for his friend after the latter had gone down. The body was recovered within an hour after the drowning.

Midshipman Lucas was a son of William Lucas, of No. 1622 Crawford Road, Cleveland, and stood No. 8 in a class of 215 members at the last annual examination. He would have been graduated with high honors on June 5. He was slightly over twenty years of age, and entered the academy in July, 1904.

TEST OF AN AERODROME.

Baldwin Machine Runs Off Track—No Attempt to Rise.

Hammondsport, N. Y., May 17.—A preliminary trial was made this evening of the aerodrome White Wing, designed by F. W. Baldwin and constructed by the Aerial Experiment Association, of which Dr. Alexander Graham Bell is chairman.

The operator's seat was occupied by Lieutenant Thomas Selfridge, U. S. A. Inhabitants of Hammondsport turned out in large numbers to witness the experiment. No attempt was made to rise into the air. The machine had been provided with wheels, but no steering gear was attached to the wheels, as it was thought that the aerial rudder would control the motion of the machine while on the ground. This proved to be insufficient for the purpose, for the machine could not be kept from running off the track to one side or the other.

It was decided to make a slight change in the attachment of the front wheel and provide steering gear for it, so as to enable the operator to steer the machine on the racetrack for a distance long enough to gain sufficient speed to get into the air. No attempt will be made to fly until the operators are satisfied that they have the machine under full control on the ground.

The Aerial Experiment Association has its winter headquarters at Hammondsport. At present there are five members—Alexander Graham Bell, F. W. Baldwin, J. A. D. McCurdy, Glen H. Curtiss and Thomas Selfridge. Their object is the construction of a practical aerodrome, or flying machine, driven through the air by its own motive power and carrying a man.

The association has already built two aerodromes—Selfridge's Red Wing, on plans approved by Lieutenant Thomas Selfridge, and Baldwin's White Wing, on plans approved by F. W. Baldwin. The tetrahedral aerodrome of Dr. Bell will probably be No. 3, and then will follow No. 4 and No. 5, the aerodromes of Mr. Curtiss and Mr. McCurdy. It is expected that all these aerodromes will be built within the present year.

LAUNCH RUNS ON ROCK.

Contractor and Friends Rescued from Craft in East River.

With the bow plunged in the East River, the stern rising high in the air and part of the keel resting on Hog's Back, a reef off Ward's Island, the passengers on the big naphtha launch Kittroy, owned by Frank Bean, a contractor living at No. 591 West 142d street, were in a perilous position yesterday afternoon until they were finally rescued by a passing motor boat, which answered their cries for help.

Mr. Bean, his wife and child and five friends were on their way from the Audubon Yacht Club anchorage, at West 155th street and the Hudson River, to Port Washington, Long Island, by way of the Battery. The Kittroy had just been launched and was making a trial trip. She is forty-five feet long. Everything went well and good speed was being made up the East River when the accident occurred.

Hog's Back is a sloping rock off 90th street, which is submerged at flood tide, as was the case at 3 o'clock yesterday afternoon. The launch hit it at full speed, crawled up on it and shoved its bow into the water. For a moment it was thought the boat would sink. The Old Glory, a motor boat, took off the passengers, who were badly frightened, and landed them at East 80th street. The launch was floated later and towed to Astoria for repairs.

BRYAN TALKS TO 15,000 NORWEGIANS.

Attends Picnic in Chicago and Poaches on Governor Johnson's Preserves.

[By Telegraph to The Tribune.] Chicago, May 17.—William J. Bryan came to Chicago to-day, and incidentally and unostentatiously poached on Governor John M. Johnson's preserves. The Nebraska senator attended a picnic at Brand's Park, at which some fifteen thousand Norwegians celebrated their national holiday. In his speech Mr. Bryan refrained from any but the most delicate allusions to partisan politics.

The majority of Chicago Norwegians are Republicans, while the Norwegian Democrats are divided, some favoring Johnson, who is a Swede, and the rest preferring Bryan because of their antipathy to Sweden. Mr. Bryan dwelt upon his tour of Norway two years ago and lavished praise upon King Hakan and his subjects.

EIGHT HURT IN TROLLEY COLLISION.

Passenger and Work Cars Crash Near Northampton, Mass.

Northampton, Mass., May 17.—Seven persons were injured, at least two of them seriously, by a head-on collision of a passenger car and a work car on the Williamsburg branch of the Northampton street railway between the villages of Leeds and Williamsburg this evening. Frank Emerick, motorman of the passenger car, is believed to be the most seriously hurt and his condition is critical. Mrs. Clarence Chase, wife of the Clerk of Northampton, was badly cut about the head, and probably has internal injuries. Others injured are Miss May Quinn, of Northampton; Edward Morrissey, Lawrence Morrissey, George Dabnau and Miss Josephine Chase, all from Haydenville, and Mr. Darden, of Springfield.

WOODRUFF AT THE WHITE HOUSE.

State Chairman Also Calls on Dewey—Purpose of Visit Unknown.

Washington, May 17.—Timothy L. Woodruff, chairman of the New York State Republican Committee, was in conference with President Roosevelt this afternoon in the White House to-night. He arrived from New York at 8:30 p. m. and returned at 11:30. He called on Senator Dewey before going to the Executive Mansion. The purpose of his visit could not be learned to-night.

NEW MORSE COMPANY TO TAKE BANK ASSETS.

May Be Able to Liquidate North America Institution Soon.

Charles W. Morse is making rapid progress these days in the task of rehabilitating his fortune, which was sadly depleted in the panic last October. Mr. Morse's latest step was the incorporation on Saturday at Bath, Me., of the Morse Securities Company, with a capital of \$10,000,000, to acquire and hold any shares of capital stock, bonds, securities or other evidence of indebtedness.

The primary object of this new holding company is to take over the assets of the National Bank of North America, of which Mr. Morse was vice-president and director until the panic, but which suspended on January 27 last and is now in the hands of Charles A. Hanna as receiver. Mr. Morse and his friends have been making every effort to raise enough money to pay off the depositors and have the remaining assets turned over to a committee of stockholders to liquidate, and the formation of the Morse Securities Company probably means that the plan will now succeed.

Mr. Morse has been aided in his efforts by the rapidity with which Mr. Hanna has succeeded in converting the assets of the suspended banks into cash for the payment of the three thousand depositors. When the bank closed its doors on January 27 its deposits amounted to \$3,831,482.42, of which \$300,000 were United States deposits secured by bonds placed with the Treasury Department. The bank owned the New York Clearing House Association \$2,200,000 for outstanding Clearing House loan certificates. Its surplus was carried at \$536,345.48. It had \$50,000 of circulation and \$120,000 of bonds borrowed, which, with its capital of \$2,000,000, made its total liabilities \$8,737,827.90.

The assets of the bank when it suspended consisted principally of loans and discounts to the amount of \$5,640,318.76, and banking house and other real estate owned on the books at \$1,215,700. It had cash and checks of \$442,476.55; due from other banks, \$384,281.31; United States bonds, \$88,902.78, and Panama bonds and stocks, \$886,348.50.

The setting off of notes by the receiver, as provided by the national banking laws, reduced the amount due depositors to about \$2,600,000. On May 1 Mr. Hanna declared an initial dividend of 25 per cent, calling for the disbursement of about \$650,000. Depositors have already received checks from the Controller of the Currency for this amount. In addition, Mr. Hanna said last night that he had already collected enough additional money to pay another dividend of 12 1/2 per cent, and he added that he expected to declare a second dividend of 25 per cent next month.

All this has worked to the advantage of Mr. Morse, who, with his family and friends, is far and away the largest stockholder of the bank, controlling some 82 per cent of the stock. When a national bank fails the United States government at once takes possession, and remains in control of the bank until the depositors are paid whatever there is for them. If the assets are sufficient to leave a surplus after the depositors are paid in full, with interest, from the date of suspension, then the remaining assets are turned over to a committee of stockholders, to be liquidated as the committee sees fit. It is obvious that certain classes of assets will liquidate to much better advantage if not pressed for sale.

Mr. Morse now plans to deposit in the local Sub-Treasury enough cash to pay off the depositors in full. As Mr. Hanna has already paid out \$650,000 in the initial 25 per cent dividend and intends to pay out \$650,000 more next month, Mr. Morse will have to raise only \$1,300,000 to pay off the rest of the claims of the depositors. Then the receiver will have performed his duty and will turn over the rest of the assets to the stockholders. A slow and careful administration of these remaining assets will probably result in an eventual liquidating value of nearly \$200 a share for the bank's stock, as opposed to a price of less than \$50 a share, at which the stock has sold since the receiver's ship.

Friends of Mr. Morse were in Washington last week and presented the details of the plan for paying the depositors to Controller Murray, and it is understood that the Controller saw no obstacles to prevent the successful carrying out of the plan. It is merely a case of raising the cash. Mr. Morse said last night that he would like to discuss the subject, but that for obvious reasons his lips were sealed. When asked if he planned for paying off the depositors were not practically all completed, he replied:

"It's a little premature to say that, but as soon as I can I'll be glad to tell you all about it." The former ice king seemed in the best of spirits. The \$10,000,000 authorized capital of the new Morse Securities Company is all in common stock, with shares of a par value of \$100 each. The stockholders are Mr. Morse, H. S. Carney and Arthur Braun. The latter was formerly Mr. Morse's private secretary and is now a member of the banking firm of Primrose & Braun, at No. 43 Exchange Place, who act as Mr. Morse's bankers and brokers. Mr. Carney is connected with the Morse steamship lines.

SHOT BY A LAWMAKER.

Member of North Carolina Legislature Fatally Wounds Prominent Citizen.

[By Telegraph to The Tribune.] Waynesville, N. C., May 17.—Henry Abel, a prominent citizen of this place, was shot and fatally wounded by David L. Boyd, representative of Haywood County in the General Assembly. Abel is reported to be dying. Boyd escaped, and is believed to be hiding in the mountains in Tennessee. The shooting was the result of a fight between a man named Leatherwood and a nephew of Boyd, which occurred in Main street. Abel attempted to part the combatants, and Boyd fired in his efforts to part the fighters, and Boyd fired two shots at Abel.

SAY LA FOLLETTE PLANS STAMPEDE.

Rumor That Senator, for Own Purposes, Will Urge Roosevelt's Renomination.

[By Telegraph to The Tribune.] Janesville, Wis., May 17.—That Senator La Follette will endeavor to stampede the Republican convention in favor of Theodore Roosevelt for President, thinking thus to add his own prospects for the campaign of 1912, is the opinion of several men who were formerly La Follette leaders here. It is said that Senator La Follette will get a seat in the convention through a proxy and that at the proper time he will make a ringing speech for Roosevelt, demanding that the delegates listen to the voice of the people. He hopes this, it is said, to away the gathering away from Taft.

LODGE DENIES STEWART REPORT.

Boston, May 17.—Senator Lodge indignantly denied to-day a report that he had been responsible in any way for the "exile" of Colonel Stewart from Fort Grand, Arizona. According to the report, Senator Lodge had become incensed because Colonel Stewart refused him permission to use a government launch at Fort Williams for an excursion party. "I never saw Colonel Stewart in my life," said Senator Lodge.

BOMB FOR RECEIVER.

Tenement House Blown Up in Vain Attempt to Kill Undertaker.

Sixteen families in a four story tenement house at Nos. 1143 and 1145 First avenue, seven men in the back room of an undertaker's shop at the second number given and about three hundred persons in the Young People's Association Building, in the rear of the tenement house, were in terror last night when some Italians tried to blow up A. Salomon, the proprietor of the undertaking shop.

Salomon and the misfortune to be appointed one of the receivers of the tenement house, which failed on March 2. He has been receiving visits and threatening anonymous letters from Italians, demanding that the banks in question, one at Nos. 19 and 21 Stanton street, and the other at No. 338 East 63d street, be opened and the depositors paid off.

Last night Salomon was sitting in the rear room of his shop with six of his friends when some one touched off a powerful bomb in the adjoining room and got away. The rear wall of the building was torn open and a great gap was torn in the ceiling of the first floor. But no one was injured, although there was a dangerous stampede of the families and the neighboring undertaker's shop.

Some one turned in an alarm of fire, and the police reserves kept the crowd and frightened tenants from rushing back into the houses. Three witnesses, who said they had seen a man running away from the building a few moments before the explosion, were detained as suspicious persons.

CHOLERA KILLS TROOPS.

White Forces Suffer in Afghan Campaign—Mohmands Fight.

Simla, May 17.—An outbreak of cholera has compelled the withdrawal of nearly all the white troops with Major General Wilcocks's first column into cholera camps. The intense heat and the absence of running water, forcing the use of muddy village tanks, make the danger of a cholera epidemic serious.

STRIKERS USE DYNAMITE.

Cleveland Mob Tears Down Trolley Wires—Policemen Shoot.

[By Telegraph to The Tribune.] Cleveland, May 17.—Dynamite was exploded under cars to-night for the first time in the present street railway strike. An explosion blew the trucks of one car off the track, frightened the passengers and started a riot, in which the police were forced to battle with a mob of one thousand people. A charge of dynamite exploded under another car did little damage, but set the body of the car afire. Dynamite was found on the car tracks in several parts of the city.

Mobs collected along the car lines in the evening and riots were of frequent occurrence. Eight hundred persons gathered at Wade Park avenue and East 169th street, and began tearing down the trolley wire on the Wade Park line. An automobile containing seven policemen was sent to the scene, and when it arrived the officers were met with a volley of bricks.

BANK WILL NOT REOPEN.

Institution Which Employed Montgomery in Controller's Charge.

Pittsburg, May 17.—It is officially announced to-night that the Allegheny National Bank, whose ex-cashier, William Montgomery, is in jail, specifically charged with the misappropriation of \$594,000, while officers of the bank and of the Treasury Department are trying to fathom still larger apparent discrepancies in the accounts, will not reopen for business to-morrow. Instead a notice on the door will announce that the Controller of the Currency has taken charge and will close up the affairs of the bank.

The suspension, it is believed, will have practically no effect upon commercial or financial institutions of the city. The bank carries about \$1,500,000 of the city's funds and over \$500,000 of state funds. It is possible that the city may experience some inconvenience in having the funds tied up for a time, but it is understood that both the state and city are protected against actual loss by bonds of surety companies.

FATAL ST. LOUIS FLOOD.

Three Reported Drowned—Western Part of City Waterwrept.

[By Telegraph to The Tribune.] St. Louis, May 17.—A flood to-night in the western part of this city and St. Louis County covered several square miles. It is reported that three girls have been drowned. Homes are under water for blocks, and families have fled to second and third floors.

AUTO RUNS DOWN BICYCLE RIDER.

WOMAN RUN DOWN BY AUTOMOBILE.

[By Telegraph to The Tribune.] Stratford, Conn., May 17.—Andrew Mortensen, twenty-two years old, of No. 641 East Main street, Bridgeport, while on a bicycle, was run down at Main and Broad streets this evening by an automobile driven by A. B. Barkman, of Tarrytown, N. Y. Mortensen was taken to the Bridgeport Hospital seriously hurt. Mr. Barkman was arrested but was released, as he was not considered to blame.

WOMAN RUN DOWN BY AUTOMOBILE.

MAN KILLED IN AUTO COLLISION.

[By Telegraph to The Tribune.] Providence, May 17.—Three young men were injured, one of them fatally, early to-day by the collision of the automobile in which they were riding with another machine containing three men. In the East Greenwich road, near Hill's Grove Farm, Stephen Dodge, of Providence, sustained a fractured skull and died at the Rhode Island Hospital. Edward Conway, of Pawtucket Heights, sustained a slight fracture of the skull, but his injury is not believed to be serious, while George Whitaker, of Roxbury, Mass., was only slightly bruised. None of the occupants of the other car was injured. Both machines were wrecked.

AUTOMOBILISTS AID THEIR VICTIM.

AUTO DRIVER DIES FROM INJURIES.

[By Telegraph to The Tribune.] Hempstead, Long Island, May 17.—Tony Muskrat, an Italian, twenty-five years old, was knocked down and run over by an automobile to-day near Jericho. The men in the car took the injured man to the Mineola Hospital, and after saying they would pay the weekly expenses of the patient as long as he remained in the hospital went away without giving their names.

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TAFT TALKS ON CANAL.

PLEASED WITH PROGRESS.

Isthmus a Busy Scene—Workers Comfortable and Happy.

Charleston, S. C., May 17.—Secretary of War William H. Taft arrived here from Panama at noon to-day on the cruiser Prairie, and after spending a few hours in the city, in which time he met many officials and friends, started for Washington at 5:55 p. m. Secretary Taft sailed from this port for Panama on May 1, and completed his work and returned two days ahead of his schedule. He was in excellent health and spirits. He said that his trip had been delightful, and while he was kept very busy, he had enjoyed every moment of the time. He dined with Mayor Rhett, and held an informal reception afterward at the Charleston Hotel.

Secretary Taft talked freely with regard to general conditions in Panama, but said he did not wish to be quoted on such matters as the relations of the United States and Panama, which had been suggested as a possible reason for his trip, and he would not discuss the coming elections in Panama.

He grew enthusiastic when telling of the progress being made on the Panama Canal and comparing the present situation there to that which greeted him on the occasion of his first visit to Panama, in 1904.

"The Isthmus now presents," he said, "an appearance not unlike a factory or mill village, or a succession of villages, clear across, and the lights at night, and the noises, too, might keep one awake if not tired enough to sleep well."

Secretary Taft was the guest of Colonel Goethals, chairman of the commission, at Culbreth's, and from his room window, he said, the scene was most interesting. The health of the canal zone is now excellent, the houses generally are protected with screens, and the people seem comfortable and happy.

Regarding certain details of the work, Mr. Taft said that foundations for the great Gatun dam had been begun and were going ahead. This dam is a lake several miles wide and twenty-old miles long. The land overflowed is largely the property of the governments interested, but some parts are private property, and to determine the value of the land a commission was appointed under Section 6 of the treaty, consisting of two Panamans and two Americans. An umpire was to be appointed if necessary, and this contingency having arisen, Governor Milla, who accompanied Mr. Taft to Panama, has consented. Governor Magoun will go to Panama soon, and will act with the commission on this important matter during the first three weeks in June, it being hoped that this will be sufficient time for the adjustment of all differences. Richmond Rogers, who accompanied Mr. Taft to Panama, has remained there to assist in the work of this commission.

THREE YEARS FOR DIGGING ALONE.

When asked as to the probable duration of the work, Mr. Taft said: "If it was only the matter of digging the ditch, I should suppose three years enough time at the present excellent rate of progress. The way in which the steam shovels are cutting into the land is almost wonderful, but there are other things that we cannot estimate at this time. The work on the locks has not begun, except, of course, in the beginning of the Gatun dam. But everything seems encouraging, and it is such a great undertaking that we will not be thinking of hurry or worry. It is going ahead satisfactorily, and that is gratifying."

When the Presidential campaign was mentioned Mr. Taft laughed heartily, and said that he felt as though he had been out of touch with the situation, and perhaps further from the nomination. He admitted, however, that he was still in line for that great honor, provided his party was fit to bring forward his name.

NEW YORK TO THE FORE.

Delegates at Chicago Will Probably Have Eagerly Sought Seats.

[By Telegraph to The Tribune.] Chicago, May 17.—Chairman Harry S. New and Secretary Elmer Dover, of the Republican National Committee, will begin to-morrow the task of allotting the seats in the national convention. This duty is generally undertaken by the sub-committee, but this year the sub-committee failed to act, the members starting for the East last evening. The work of allotting the seats is a troublesome task and one always followed by heartburnings and accusations of unfairness and favoritism.

Already there is a contest on among certain states for the honor of holding down places of advantage in the hall, New York, owing to the size of its delegation, naturally claims seats in the front row. Rhode Island, with its few delegates, is equally insistent. Indiana, Illinois, Ohio and Pennsylvania are alike clamorous for seats in front. It is practically certain that New York's delegation will be at the very front, with Ohio, Pennsylvania, Indiana and Illinois grouped near by.

FIRST JULY 4 FATALITY.

Explosion Kills East Orange Man Making Toy Caps for Celebration.

East Orange, N. J., May 17 (Special).—Morris S. Drake, a salesman, was killed to-day while making toy caps for his own use on the Fourth of July. The explosion wrecked the upper part of the house where he was working. Drake was taken to the Orange Memorial Hospital. His head was injured and deep cuts were in his arms and breast. He died an hour after the accident. Drake was twenty-four years old, and leaves a wife and young child.

PANIC IN TENEMENT.

Fire Escapes Blocked While Flames Eat Way Upstairs.

Many lives were endangered by a fire last night, when it was found that the fire escapes were blocked by boxes and refuse and the stairways cut off by flames in the four story tenement house at No. 1812 Amsterdam avenue. Flames were discovered in the basement in a coal and wood pile. Before the fire engines arrived the fire had gained such headway that the one flight of stairs was cut off by the flames.

All the tenants on the upper floors were hysterical. Women hung out of the windows screaming, and the excitement was intense. It was found that the ladder at the bottom of the fire escape was four feet too short to reach the ground, and this halted rescues for awhile, until the arrival of the firemen. The rooms of the flats all the way up quickly filled with thick smoke, and this added to the terror of the tenants, many of whom were small children and women.

With the arrival on the scene of Acting Battalion Chief Walker, who took charge of the fire, all the tenants were taken out of the building safely.