POST OFFICE FIRE CUTS OFF LONDON FOR HOURS

Wires Fuse at Central Bureau and Flames Do $50,000 Damage.

NO PANIC AMONG WOMEN

Communication Reestablished Through Branch Office—Building Injured.

Special Cable Despatch to THE SUN.

LONDON, Aug. 24.—A fire that for a time looked as though it would cut off London telegraphically from the rest of the world occurred at 7 o'clock this evening in the General Post Office. The fire was caused by the fusing of wires in a large test box on the fourth floor. All the wires in the building, numbering several thousand, then fused.

The fire staff of the post office applied sand unsuccessfully and then summoned the fire brigade. The firemen had great difficulty in reaching the fire, which was very fierce and accompanied by dense smoke. They were delayed further, owing to the fact that the wires were under fireproof floors, which it was necessary to break through.

As soon as the alarm was given the women employees filed out without any show of panic. The electric plant failed to work and they were lighted out by candles.

Although the fire was out at 8 o'clock, one hour after it started, the delay to London's telegraphic traffic was complete. The transatlantic cables, whose land lines all relay to the General Post Office, were immediately put out of commission. Private lines to country newspapers were also cut out. There was no communication with the Continent. There was a frantic rush by editors to telephone to Liverpool, Paris and other places in an effort to have the news relayed to London.

The cable companies organized special trains for Liverpool, the only place where they would be able to handle the accumulation of traffic. By 10 o'clock, however, the engineers by dint of heroic efforts got the lines into something like working order by leading the wires via the Threadneedle street branch office. Fortunately there is but a minimum of traffic on Saturday night and it is expected that the engineers to-morrow will be able to locate the short circuit which endangered the new post office building. Attempts were made to renew the lighting and battery service in the building, but they were unsuccessful, and it will be days before they can be used again.

The damage to the building was apparently slight, but the destruction of instruments probably involves a loss of $50,000.

Cable communication between this city and London suddenly stopped at 2:30 yesterday afternoon when the wires burned out in the big London post office building, and direct service was not restored until just before 6 o'clock last evening. In the meantime the interruption greatly interfered with the cable operations of the Western Union, Commercial Cable (Postal Telegraph), French Cable, Anglo-American and Direct United States cable companies.

At all the cable offices messages were received subject to delays and no one would promise when it would be possible to get them to their destination.

At the Commercial Cable's main office in Broad street it was said before the service was restored that the company was sending cables, with a delay of two hours or more, by the way of Weston-Super-Mare, England, and thence overland to London, part of the way by train.

It was said at the office of the French Cable Company last night that it was understood no communication between London and Paris had been reestablished.

FINEST POST OFFICE IN WORLD.

London Building Completed in 1910 at Cost of $1,750,000.

London's General Post Office, the finest in the world, is located in King Edward street on the site of old Christ's Hospital and is known as King Edward's Building. It is seven stories high, covers an area of two blocks and is made out of mud, chalk and gravel scooped from the bottom of the Thames.

It was the first British Government building to be constructed of reenforced concrete. The work of construction was started in 1905, King Edward laying the cornerstone, and it was not until 1910 that it was ready for occupancy. The total cost of the imposing structure was $1,750,000. It had ten acres of floor space, with room for 4,000 officials. The building was designed by Henry Tanner.

It was asserted at the time the building was being constructed that 80,000 square feet of floor space were saved by the use of concrete. Not a single steel joist was placed in the structure and the retaining walls were only eight inches thick. If brick had been used, it is said, the walls would have required a thickness of seven feet to support the weight.

The General Post Office west, which contains the telegraph department controlled by the Government, stands on a corner of St. Martin's le Grand. It was built in 1870-73 at a cost of $2,425,000. The telegraph instrument galleries, 300 by 50 feet, contain 500 instruments. Four steam engines of fifty horse-power each are located on a sunken floor and furnish the power for shooting messages through pneumatic tubes to the other telegraph offices in the city and the Strand district. Angel street separates this building on the north from the General Post Office north, in which are located the offices of the Postmaster-General and other post office departmental heads.

The old General Post Office East, built in 1825-29, on the right hand corner of St. Martin's le Grand, was closed in 1910 on the completion of King Edward's building and the opening of the new General Post Office.

To the west of the old building is busy Newgate street, which leads to Holborn and Oxford streets.

Returning to America.

HAMBURG, Aug. 24.—Among the passengers who sailed yesterday for America on the Hamburg-American liner Cleveland are Mme. Schumann-Heink, Mr. and Mrs. Wilbur P. Graff, Marian Page, Mr. and Mrs. Henry Reide, Jr., Mr. and Mrs. Lennox Rose, Jr., and Mrs. Guido Goldschmidt, Judge Willis Martin, Mrs. Schroeder, wife of Vice Admiral Schroeder, U. S. N., and Miss Ehrhardt.

RUSSIAN EDITOR DEAD.

Alexis Suvorin of the "Novoe Vremya" Was 78 Years Old.

ST. PETERSBURG, Aug. 24.—Alexis Suvorin, editor and proprietor of the *Novoe Vremya*, died to-day at the age of 78 years.

Alexis Suvorin, who was born September 24, 1834, was a son of Capt. Seraeus Suvorin of the Russian army. He was educated in a corps of cadets and at St. Petersburg. He was a teacher of geography and history at Bobrov from 1855 to 1861. In 1863 "Vsiakie," a political work which he had written, was seized and burned. He was sentenced to three weeks in prison. His pseudonym was "Nesnakomez" (unknown), and in 1877 he was a correspondent with the Russian army in Servia and Bulgaria.

In 1895 he became president of the Literary and Artistic Club, which founded its own theatre. He was identified with the library of *Novoe Vremya*. He wrote much on social and political topics, as well as dramatic criticism. He also wrote books, such as "All Petersburg," "All Moscow" and "All Russia," for the information of the public. Among his writings were "Little Letters," "Tales—Garibaldi," "Sketches and Pictures," "Media," a drama, and "Tatiana Repina," a comedy, both of which reached third editions; "Love Fin de Siecle," which reached six editions; "The Question," a comedy, and "Czar Dmitri, the Pretender, and Czarevina Xenia," a five act drama.

He was married twice. His first wife was Anna Baranof. They had two sons. She died in 1873. His second wife was Anna Orfanof. They had a son and a daughter.

END OF ENGLISH DELUGE.

Thirty-seven Hours of Continuous Downpour—Much Suffering.

Special Cable Despatch to THE SUN.

LONDON, Aug. 24.—The rain which has been falling in London almost continuously since the first of August stopped this evening after thirty-seven hours of a practically continuous downpour. Nearly an inch of rain fell to-day. For hundreds of square miles in the west of England and the midlands the temperature has not reached 70 degrees Fahrenreit in twenty-eight successive days.

Wales is the heavier sufferer. There has been a downpour for sixteen days, and the valleys of the Dee, Clwyd and Conway are flooded. Railways are submerged and bridges have been destroyed.

The military camps at Salisbury Plain are waterlogged. A number of workmen were injured at Bradford by the collapse of a building the masonry of which had been softened by the heavy rains. There was a collapse at Portsmouth of a house which had been undermined by water. In addition to the damage to the crops of hay and cereals cattle and sheep have become diseased through the wet weather.

A curious effect of the weather is shown in an increase of 258 vagrants in London in the last fortnight. These people took refuge in the workhouse, as the rain made it impossible for them to sleep out.

HEARTY GREETING FOR DR. SUN.

Magnificent Reception in Pekin—Impeachment Falls Through.

Special Cable Despatch to THE SUN.

PEKIN, Aug. 24.—Sun Yat Sen arrived to-day and was accorded a magnificent reception, rivalling that given to Yuan Shih Kai last November during the revolution. The Assembly has not yet met, owing to the small attendance of members, and hence the impeachment of the Government has collapsed for the time being.

The Mongols who recently came into collision with the regular troops in Taonan-fu, in Manchuria, retreated after a short fight, but still remain aggressive.

The Cabinet to-day discussed the question of sending an expeditionary army into inner Mongolia, but finally decided for the present only to prevent raids and looting, for which the present Manchurian forces are considered ample.

MONTENEGRIN FRONTIER QUIET.

Convention of 1908 With Turkey Expected to Be Ratified.

Special Cable Despatches to THE SUN.

CONSTANTINOPLE, Aug. 24.—According to information received by the Porte, the situation in Montenegro has improved and the frontier is now quiet. The Powers apparently have succeeded in pacifying Montenegro and it is believed that the convention of 1908 between Turkey and Montenegro, which deals with the frontier of the Yezero district, will soon be ratified. The Austro-Hungarian and Russian Ambassadors have advised the Turkish Foreign Minister to do so.

Ali Danish Bey has been appointed Minister of the Interior and Halim Bey Minister of Justice.

ATHENS, Aug. 24.—It is reported here that a force of Albanian insurgents has captured and occupied the town of Berat and is now marching on Avlona, on the Adriatic coast.

SUFFRAGETTES PLEA DENIED.

Women Serving Five Year Terms Being Forcibly Fed.

DUBLIN, Aug. 24.—The Lord Lieutenant of Ireland declines to grant the petition for the release of the suffragettes Mary Leigh and Gladys Evans from their five years imprisonment, to which they were sentenced for attacking Premier Asquith and for setting fire to the Theatre Royal, Dublin.

The Lord Lieutenant reached this decision in spite of the fact that the most influential names in Ireland appear on the petition. The prisoners, who started a "hunger strike" several days ago, are being forcibly fed.

FLASHES FROM THE CABLE.

CASSEL, Hesse-Nassau.—The Kaiser is suffering from an attack of influenza, but the attending physicians say there need be no alarm. A few minor engagements have been cancelled.

LONDON.—The proposed trip of Winston Churchill, first Lord of the Admiralty, to Canada has been postponed, according to the Nation, pending a settlement of the naval question between the Imperial Government and Canada.

PARIS.—The casino at Deauville has selected Miss Eleanor Perry, granddaughter of the late Perry Smith, formerly president of the Chicago and Northwestern Railroad, to interpret the works of Jules Massenet, the composer, who died a few days ago, at a memorial concert next Saturday.

SAN DOMINGO.—The Dominican republic and Hayti have resumed friendly relations owing to the visit of a Dominican Government commission to Hayti. Quiet prevails in this city.

COPENHAGEN.—With the permission of his parents Prince Knud, second son of King Christian X., will join the Boy Scouts. The young prince has earned his uniform by saving up his pocket money, just as other Boy Scouts are required to do.

SEOUL.—Judge Tsukahra refused to listen to testimony supporting the alibis claimed by several of the 123 Koreans on trial charged with plotting to assassinate Governor-General Terauchi.

AMERICANS CROWD SEVEN HOMEWARDBOUND LINERS

All Eager to Get Away From England, Owing to Wretched Weather.

TO EXHIBIT MALAY RUBBER

Leonard Wray Is Coming Here to Attend Allied Trades Exposition.

Special Cable Despatch to THE SUN.

LONDON, Aug. 24.—Seven steamships which sailed for the United States this week end were jammed with Americans who are returning earlier than they intended on account of the wretched weather throughout Europe. The steamers are the Cleveland, St. Louis, Minnewaska, Ryndam, Lapland, George Washington and Campania. On board the latter is Otto Bannard, at one time Republican candidate for Mayor of New York city. Mr. Bannard, who has been motoring along the south coast, said the political situation in the United States had not fully opened. He believed that as the campaign progressed the third term candidate would fall rapidly behind, as the movement represented only the desire of one man to hold office. Mr. Bannard is extremely hopeful of President Taft's reelection.

Mr. and Mrs. J. R. Hegeman are returning unexpectedly to the United States on account of the death of Mrs. Hegeman's brother, news of which was cabled to them. They had intended to remain abroad until the fall.

Leonard Wray, representing the Malay States, is on his way to the United States to demonstrate the qualities of Malay rubber at the Rubber and Allied Trades Exposition at the Grand Central Palace, New York. He is taking over eight tons of rubber exhibits. Mr. Wray is extremely sceptical as to the possibilities of synthetical rubber. He believes that the utmost synthetical rubber could do would be to injure some of the poorest grades of rubber.

The Philadelphia cricketers after a season in Kent and Surrey, where they won four games, lost three and drew three, are also returning. Capt. J. U. Mason had the honor of playing three times against the famous cricketer, W. G. Grace. Mr. Mason said the trip was largely an educational one.

Other returning passengers are G. G. Blackstock, A. W. Coast, Mrs. James Guthrie, Judge Jesse Holden and Justice and Mrs. McKenna.

27,000 SEE BOOTH'S BODY.

Workmen Go to Pay Last Respects to Dead Chieftain.

LONDON, Aug. 24.—The sincere sorrow of the working classes over the death of Gen. Booth was further evidenced this afternoon when more than 27,000 laboring men filed past the bier of the dead leader. All walked with bared heads, and many of the men carried their tool bags.

One of the most impressive scenes of the day's mourning about the catafalque of the dead General was the entrance into the hall of Mrs. Booth-Hellberg, the chief of the Salvation Army in Denmark. She and her family stood about the bier of Gen. Booth and sang a consecration hymn.

MISS BOOTH SENDS WIRELESS.

Encourages Members of Salvation Army in New York.

A wireless message was received at the Salvation Army headquarters yesterday from Miss Evangeline Booth, commander, who is aboard the steamer France on her way to attend the funeral of her father in London Thursday afternoon. The message reads:

I have had a fair journey so far. My health need cause you no particular anxiety, although it is but natural that I should feel much depressed. I wish you to remember me kindly to all officers and comrades, expressing my sincere thanks for their generous and thoughtful messages. Please pass along to them this brief message: Be true to the first principles of the army! Have faith in God and confidence in your mission, and all will be well. Be assured of my deep personal interest in your welfare, and my unchanging affection and confidence.

I invite you, my dear comrades, to join with me in the reconstruction of yourselves and all you possess to the work of seeking and saving the lost. Your complete triumph depends upon the personal devotion of every comrade to the flag and the principles it represents. Pray for me! May God be with you till we meet again! I will do my best to represent the United States at the sad obsequies of my glorified father and General, and shall rely upon you all to do your best to keep the flag flying while I am away.

THREE FOR CUBAN PRESIDENCY.

Efforts of Gomez to Unify Liberal Party Fail.

Special Cable Despatch to THE SUN.

HAVANA, Aug. 24.—President Gomez has abandoned his efforts to unify the Liberal party so that there would be but one candidate for the Presidency in the coming election because Vice-President Zayas, who is the nominee of that party for the Presidency, insisted that Gen. Pino Guerra be replaced in his old post as commander in chief of the army. The President could not agree to this, as he would have to remove Gen. Monteaguado, the present head of the armed forces, whom he is bound to support.

There will now be two Liberal tickets in the field with a third one, if President Gomez himself decides to run for reelection. Gen. Mario Menocal is the Conservative candidate for President.

A new Conservative paper publishes an alleged full account of the attempt to assassinate Gen. Pina Guerra in 1910, flatly accusing Gen. Monteaguado of planning the crime and President Gomez of having instigated it.

KING MOURNS GALE VICTIMS.

Alfonso Attends Memorial Service for Lost Fishermen.

Special Cable Despatch to THE SUN.

SAN SEBASTIAN, Aug. 24.—King Alfonso and the Minister of Foreign Affairs were present to-day at a memorial service at Bermeo for the victims of the Cantabrian gale. An immense crowd cheered the King and the Minister. His Majesty spoke in a consoling and sympathetic manner to the bereaved wives and children of the drowned fishermen.

The King then returned by automobile to San Sebastian. Everywhere he received an ovation.

FIRST HYDROAEROPLANE RACES.

American Aviator Falls Into Water at Saint Malo, France.

SAINT MALO, France, Aug. 24.—The first hydroaeroplane race meet ever held began here this afternoon. The weather was fair, but the wind was high. To-day's races were twice over a course between Saint Malo and Grand Jardin Island, a distance of fifteen miles. Torpedo boat destroyers marked the course and Dr. Charcot's ship Pourquoi Pas of south polar fame was pressed into service for wireless communication between Saint Malo and Grand Jardin.

Weyman, the American aviator, tumbled into the water just after completing the first leg of the course.

Aviator Labourget, flying a Wright machine, won to-day's contest in 11 min. 41 sec.

Aviator Molla, flying an R. E. P. monoplane, covered the course actually in the best time, 13 min. 37 sec., but Labourget's time was reduced by the judges from 17 min. 57 sec. to 11 min. 41 sec., because he was carrying two passengers.

Weyman also had two passengers in his machine when he fell. Barra in turmbling turned a complete somersault with his machine—a Curtiss.

STILL MORE WARSHIPS ORDERED TO NICARAGUA

All Available Vessels of Pacific Reserve Ready to Leave.

WASHINGTON, Aug. 24.—Following conferences on the Nicaraguan situation held with the President to-day by acting Secretary of State Wilson, William T. S. Doyle, chief of the Latin American division, and Secretary of the Navy Meyer, orders were sent to Rear Admiral V. L. Cottman, commandant of the Puget Sound Navy Yard, to prepare immediately all his available ships for despatch to Nicaragua. He was instructed to put the cruiser Cleveland under way as quickly as possible and to follow her with one or two other cruisers.

Since the departure yesterday of Rear Admiral Reynolds, commander of the Pacific reserve fleet at Bremerton, Ore., with Secretary of State Knox for Japan, Admiral Cottman is in command of the reserve ships as well as of the Bremerton yard. Under the Meyer policy all the ships now held in reserve are supposed to be available for active service in twenty-four hours.

Crews will be transferred from other vessels to the Cleveland and she is expected to be under way by to-morrow night, following at full speed in the wake of the Pacific fleet flagship California with Rear Admiral Southerland aboard, the gunboat Denver and the collier Prometheus and supply ship Glacier.

The fact that no information came through yesterday or to-day from Minister Weitzel, at Managua, and that the long detailed account which Commander Terhune took down to Corinto, August 22, for filing, has not been received aroused keen anxiety in official circles to-day. This was added to by the seriousness of the situation at Corinto, as reported by Consul Johnson, at that city, in a message dated at Corinto, August 22. The fact that it required two days to get the message from Corinto to San Juan del Sur speaks for itself as to the seriousness of the situation.

Consul Johnson stated that the foreign population was in a frantic condition, fearing indiscriminate attacks upon them, and the women and children are still being given refuge on the gunboat Annapolis and collier Justin at Corinto, while all available officers and men from those ships go ashore to assist in policing the city. The Justin carries a merchant crew, but all of her available men, who are without arms, have been pressed into service for the defence of the helpless non-combatants.

The reports within the last day or so have led to the fear that there may develop in Nicaragua a repetition of the Boxer uprising in China in 1900, so far as foreigners, particularly Americans, are concerned. This situation resulted in Assistant Secretary Wilson hurrying down to-day from Newport, instead of remaining over there until Monday as he intended. He went over the entire situation in detail with the President before the latter left for Beverly to-night.

The President has given full indorsement to the State Department policy of protecting Americans in Nicaragua at any cost and directed both the army and navy to hold themselves in readiness to respond at once to meet the demand for any force that the State authorities may feel necessary to cope with the situation and prevent a possible massacre of American citizens resident in Nicaragua as well as the 500 or so marines and bluejackets already there.

A message was sent to-night to Commander Terhune, commanding the gunboat Annapolis at Corinto, advising him to communicate with the gunboat Denver by wireless as soon as possible and direct that vessel to proceed at full speed to San Juan del Sur and land there her forty marines and as many bluejackets as can be sent ashore, about 350 in all.

The Denver, which is expected to reach San Juan del Sur some time to-morrow, was directed to communicate with the flagship California and urge her also to speed ahead. Admiral Southerland will proceed to Corinto, where he is expected to arrive about Tuesday. He probably will hold the California there so as to land as many of his 900 officers and men as possible and send the collier Justin on to Panama to bring up the marines now on their way from Philadelphia. These marines sailed on the Prairie at 1 o'clock this afternoon. The collier Prometheus and supply ship Glacier are following the California, so that by Wednesday there should be three fighting vessels, two colliers and one supply ship on the west coast of Nicaragua, with a total landing force in addition to the 450 men now at Managua of nearly 1,400. The marines from the Prairie will make over 2,000 men in the landing expeditionary force. In the meantime the Tenth Infantry, enlisted to 1,200 strong, is being held on the Isthmus of Panama awaiting orders to move.

Gen. Johnson, in his message of August 22 to the State Department, stated that an uprising at Corinto has been threatened for several days and that order and protection of life are being maintained during the day by citizens and at night by the available forces from the Annapolis and Justin. He states that railroad communication with the capital has been interrupted for the last seven days.

The marine regiment which left Philadelphia to-day is under the command of Col. Joseph H. Pendleton; commander of the marine barracks at the Portsmouth navy yard. Upon arriving in Nicaragua he will relieve Major Smedley D. Butler in command of the marine forces and the whole expedition will be under the command of Rear Admiral William H. H. Southerland. The other regimental officers are Lieut.-Col. Charles G. Long, Capt. H. H. Kipp, regimental adjutant; Capt. C. R. Sanderson, acting quartermaster; Surgeon R. E. Hoyt of the battleship Michigan, regimental surgeon, with several assistant surgeons and twenty hospital corps men. Major William N. McKelvey will command the first battalion, Major George C. Reid the second battalion and Major Butler the third battalion. The company commanders are R. H. Rhea, Harry Lee, E. A. Greene, E. P. Forbson, F. A. Ramsey, E. O. Underwood and Giles Bishop, Jr.

Other ships in the Pacific reserve fleet which may be sent to Nicaragua are the armored cruiser Pennsylvania and the cruisers Raleigh and St. Louis.

How Would You Like To Be Able To Play Any Music Ever Written?

You can accomplish exactly this result—accomplish it within a week from today if you choose; and what is more, every member of the family can acquire the same ability.

This is a sincere statement of a simple fact. The Pianola Piano will supply the ability to play as only the great concert pianists can play, and any man or woman of average intelligence can control its expression devices.

Assured of the truth of this, can you think of anything else likely to give you so much pleasure and gratification, day by day? Is there anything else that would add so much to your home-life as real music played just as your taste dictates every day?

You may have heard, in some homes, player-pianos that were unsatisfactory—that failed to give the music its proper expression and feeling. Do not make the mistake of assuming that all player-pianos are alike.

Pianola Pianos are *imitated*, but they cannot be *duplicated*—first, because the special Pianola features, such as the Metrostyle, Themodist, etc., are protected by patents; second, because the pianos with which the Pianola is combined are *supreme* in their respective classes.

A half hour at Aeolian Hall will serve to convince you beyond question that with the Pianola Piano you can play any music you wish and play it *well*. You can select your music from an immense library of 16,000 pieces, covering everything from the great classics, down to the newest song hit or musical-comedy selection.

The question of purchase will be for you to determine *after you have satisfied yourself* that with the Pianola Piano you can play better than any pianist of your acquaintance; and you will receive the most courteous attention whether you intend buying or not.

***Pianola Pianos are manufactured *only* by the Aeolian Company, and in Manhattan are shown only at Aeolian Hall. Their reputation is world-wide, for they consist of the Pianola in combination with six great pianos—**

the Steinway, Steck, Wheelock, Stuyvesant, Stroud, and famous Weber

Prices from $550 up. Easy terms of payment.

SPECIAL: A limited number of Exchanged Pianola Pianos and Pianolas (in perfect order and fully guaranteed) *at greatly reduced prices.*

Pianos for Rent. A Complete Stock of Victor Talking Machines and Records.

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The Largest Manufacturers of Musical Instruments in the World

FASTEST GERMAN CRUISER.

The Goeben Maintains 28 Knots for Several Hours.

Special Cable Despatch to THE SUN.

KIEL, Aug. 24.—The new turbine cruiser Goeben returned from Danzig Bay to-day, where she had been undergoing steaming trials. Under forced draught she maintained a maximum speed for several hours of 28.4 knots, which exceeded the contract requirements. Her coal consumption was also below the estimate.

The speed is considered remarkable as the original design was altered at the last moment by the addition of a stability keel to prevent rolling.

At a trial in Danzig Bay on August 7 the Goeben was reported to have developed a speed of thirty-two knots an hour over a measured mile. At a previous trial in May she made a speed of thirty knots an hour. She is the speediest ship in the German navy.

AMERICANS GUESTS AT LISBON.

Officers of U. S. Training Ship Ranger Entertained.

Special Cable Despatch to THE SUN.

LISBON, Aug. 24.—The American and Portuguese officials gave a dinner to-night to the officers of the United States training ship Ranger. Kermit Roosevelt was among the guests.

The crew of the training ship was also feted.

GAMBLING HOUSE BURNED.

Incendiary Blamed—Blaze Reveals Crooked Roulette Table.

CINCINNATI, Aug. 24.—The Iroquois Club, a gambling house in Newport, Ky., was set on fire this morning by an incendiary.

The gambling house has not been operated recently, having been under legal fire a year or more. The Commissioner of Safety has had policemen enter the place each night and go through the rooms.

After the flames had been extinguished a fireman found a negro, who, it was said, was formerly employed by the club, destroying some furniture that was needed for evidence. When told to desist he refused to do so and was felled with an axe.

While searching among the ruins of a lot of gambling paraphernalia this morning Fire Chief Schmidt discovered electric batteries in the flooring under the roulette table, which could be manipulated so that they would effect the wheel and cause it to stop or continue turning, as the man running the game desired.

FACH MAY RECOVER.

Richmond District Attorney, Shot by Woman, Showing Improvement.

District Attorney Albert C. Fach of Richmond county, who on Monday morning last was shot by Mrs. Elizabeth M. Edmunds in his office at Stapleton, Staten Island, is said to be recovering at the S. R. Smith Infirmary.

His wife and Dr. George Mord, who have been with him almost constantly since he was wounded, said yesterday that the official had a good chance of recovering.

A. F. French for State Senator.

DUNKIRK, Aug. 24.—The Democratic Senatorial committee of the Fifty-first district, which includes Chautauqua and Cattaraugus counties, this afternoon nominated for State Senator Albert F. French of Fredonia. Mrs. George E. Tiffany of Fredonia presented a resolution favoring woman suffrage. The resolution was referred to the candidate.

PRESIDENT SIGNS THE CANAL BILL

Continued from First Page.

and not intended to limit or hamper the United States in the exercise of its sovereign power to deal with its own commerce, using its own canal in whatsoever manner it saw fit.

If there is no "difference in principle between the United States charging tolls to its own shipping only to refund them and remitting tolls altogether," as the British protest declares, then the irresistible conclusion is that the United States, although it owns, controls and has paid for the canal, is restricted by treaty from aiding its own commerce in the way that all the other nations of the world may freely do. It would scarcely be claimed that the setting out in a treaty between the United States and Great Britain of certain rules adopted by the United States as the basis of the neutralization of the canal would bind any government to do or refrain from doing anything other than the things required by the rules to insure the privilege of use and freedom from discrimination.

Since the rules do not provide as a condition for the privilege of use upon equal terms with other nations that other nations desiring to build up a particular trade involving the use of the canal shall not either directly agree to pay the tolls or to refund to its ships the tolls collected for the use of the canal, it is evident that the treaty does not affect that inherent, sovereign right unless, which is not likely, it be claimed that the promulgation by the United States of these rules insuring all nations against its discrimination would authorize the United States to pass upon the action of other nations and require that no one of them should grant to its shiping larger subsidies or more liberal inducement for the use of the canal than were granted by others. In other words that the United States has the power to equalize the practice of other nations in this regard.

If it is correct, then, to assume that there is nothing in the Hay-Pauncefote treaty preventing Great Britain and the other nations from extending such favors as they may see fit to their shipping using the canal and doing it in the way they saw fit, and if it is also right to assume that there is nothing in the treaty that gives the United States any supervision over or right to complain of such action, then the British protest leads to the absurd conclusion that this Government, in constructing the canal, maintaining the canal and defending the canal, finds itself shorn of its right to deal with its own commerce in its own way, while all other nations using the canal in competition with American commerce enjoy that right and power unimpaired.

The British protest therefore is a proposal to read into the treaty a surrender by the United States of its right to regulate its own commerce in its own way and by its own methods, a right which neither Great Britain herself nor any other nation that may use the canal has surrendered or proposes to surrender. The surrender of this right is not claimed to be in terms. It is only to be inferred from the fact that the United States had conditionally granted to all the nations the use of the canal without discrimination by the United States between the grantees, but as the treaty leaves all nations desiring to use the canal with full right to deal with their own vessels as they see fit the United States would only be discriminating against itself if it were to recognize the soundness of the British contention.

The bill here in question does not positively do more than to discriminate in favor of the coastwise trade and the British protest seems to recognize a distinction between such exemption and the exemption of American vessels engaged in foreign trade. In effect, of course, there is a substantial and practical difference. The American vessels in foreign trade come into competition with vessels of other nations in that same trade, while foreign vessels are forbidden to engage in the American coastwise trade. While the bill here in question seems to vest the President with discretion to discriminate in fixing tolls in favor of American ships and against foreign ships engaged in foreign trade within the limitation of the range from 50 cents a ton to $1.25 a net ton, there is nothing in the act to compel the President to make such a discrimination. It is not, therefore, necessary to discuss the policy of such discrimination until the question may arise in the exercise of the President's discretion.

The President stated that he approved the policy of exempting the coastwise trade from all tolls, which really involves the question of granting a government subsidy for the purpose of encouraging that trade in competition with the trade of the transcontinental railroads. He said that this is in accord with the historical course of the Government in giving government aid to the construction of transcontinental roads.

The President said that it has been urged upon him that the Interstate Commerce Commission might control the trade so as to prevent abuse from the joint ownership of railroads and of Panama steamships competing with each other, and therefore that this radical provision was not necessary. Conferences with the Interstate Commerce Commission, however, satisfied him that such control would not be as effective as this restriction. He said:

The difficulty is that the interest of the railroad company is so much larger in its railroad and in the maintenance of its railroad rates than in making a profit out of the steamship line that it can afford temporarily to run its vessels for nearly nothing in order to drive out of the business independent steamship lines and thus obtain complete control of the shipping in the trade through the canal and regulate the rates according to the interest of the railroad company. Jurisdiction is conferred on the Interstate Commerce Commission finally to determine the question of fact as to the competition or possibility of competition of the water carrier with the railroad, and this may be done in advance of any investment of capital.

The final objection is to a provision which prevents the owner of any steamship who is guilty of violating the anti-trust law from using the canal.

It is quite evident that this section applies only to those vessels engaged in the trade in which there is a monopoly contrary to our Federal statute. And it is a mere injunctive process against the continuance of such monopolistic trade. It adds the penalty of denying the use of the canal to a person or corporation violating the anti-trust law. It may have some practical operation where the business monopolized is transportation by ships, but it does not become operative to prevent the use of the canal until the decree of the court shall have established the fact of the guilt of the owner of the vessel. While the penalties of the anti-trust law seem to me to be quite sufficient already I do not know that this new remedy against a particular kind of a trust may not sometimes prove useful.

The President concludes:

In a message sent to Congress after this bill had passed both houses I ventured to suggest a possible amendment by which all persons, and especially all British subjects who felt aggrieved by the provisions of the bill on the ground that they are in violation of the Hay-Pauncefote treaty, might try that question out in the Supreme Court of the United States. I think this would have satisfied those who oppose the view which Congress evidently entertains of the treaty and might avoid the necessity for either diplomatic negotiation or further decision by an arbitral tribunal. Congress, however, has not thought it wise to accept the suggestion and therefore I must proceed in the view which I have expressed and am convinced is the correct one; as to the proper construction of the treaty and the limitations which it imposes upon the United States I do not find that the bill here in question violates those limitations.

On the whole I believe the bill to be one of the most beneficial that has passed this or any other Congress, and I find no reasons in the objections made to the bill which would lead me to delay until another session of Congress provisions that are imperatively needed now in order that due preparation by the world may be made for the opening of the canal.