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WORK AT FAIR GROUNDS PROGRESSING RAPIDLY

Erection of Stables and Grand Stand Proceeding—Meeting Is Called

The erection of the new stands and stables at the fair grounds is being proceeded with rapidly. There are 25 horse stables, which have just been finished, while work is going ahead with all speed on the big show stable for fancy stock. This stable is of the latest approved design with a passageway for the public down the middle. The seating accommodation of the present grandstand is being altered, passageways changed and a big addition put on one end. The work is well advanced now.

There will be a meeting of the executive committee of the B. C. Agricultural association tomorrow afternoon, when some details in connection with the amusement programme for the fair will be decided. It is likely that arrangements for the proposed bloodhound hunt will be definitely made. Secretary J. E. Smart is in correspondence with a well known breeder of this class of dog and it is altogether probable that the hunt will be made a feature of the fair.

Just now bloodhounds are being taken up by the prominent dog kennels of the United States and Canada and there have been numerous importations of high class dogs to this country of late. Among some of the last are a brace of English bloodhounds, one of them being the famous prize winner, Pitmilly Orlando.

In Canada this pure race of dogs is not so well known as in Europe, where they are quite fashionable and where their breeding has been jealously guarded for centuries. The name bloodhound may give some the impression that they are creatures of a savage, morose nature, whereas they are quite the reverse, being kindly, steadfast and faithful to the last. Their intelligence is quite above that of the ordinary dog. They also seem to have a certain presence and quiet dignity which well becomes the solemn expression and powerful look in face and form. These dogs are now very fashionable among the wealthier class in Europe and on many large estates and homes one often meets one or two handsome bloodhounds and they are now generally admitted to the family circle as companions of the boys or protection to the ladies and children in their walks or drives, and there certainly is no living breed of dogs more suited for such a high position. The English bloodhound has been traced back to the sixth century when the monks and noblemen of that period bred and trained them to hunt the stag and wild boar in the immense forests. They also used them to track or hunt men on occasions, persons lost in the forests, etc., their great strength, courage and wonderful keen scent making them superior to any other breed. This delicate scent with which nature has gifted the thoroughbred bloodhound enables them to follow a lost person for hundreds of miles, if necessary, even in some cases if the person has been lost a considerable time. The voice of the bloodhound is usually very deep and powerful, and when tongueing on a track can be heard a great distance.

The thoroughbred English bloodhound must not be confused with the so-called Cuban bloodhound or "Nigger Dog." These are generally undersized and savage cross-bred mongrels with none of the delicacy of scent or intelligence of the pure bloodhound, and were formerly kept in training by constant practice, hunting poor wretches trying to escape from slavery.

Fire at Shoal Lake

Shoal Lake, Man., Aug. 10.—Fire destroyed property to the extent of $25,000. The losses are covered by insurance. Heroic efforts on the part of the citizens saved the business portion of the town. There was a high wind and a violent thunderstorm. The Union Bank, post office, telephone, Miller's drug store, McDonald hardware, Findley's barber shop, Miller block, office and store buildings were wiped out. The probable cause of the fire is lightning striking the telephone office.

SOUTH SAANICH HAS INTERESTING MEETING

Many Matters of Importance to Municipality Dealt With Last Night

(From Sunday's Daily.)

If the Saanich municipality cannot obtain an adequate supply of gravel for municipal purposes it will in all likelihood take steps to expropriate a couple of acres of land and develop its own supply. At the regular fortnightly meeting held last night at the Saanich municipal hall, the question was brought up by Councillor Grant after the reading, by Clerk Carmichael, of a letter from the road superintendent to the effect that J. Piercy demanded twenty cents per yard for gravel supplied for municipal purposes.

Councillor Grant declared that that figure was much too high, that in his opinion about ten cents a yard was a proper figure though he knew the municipality had paid as high as fifteen cents. As a matter of fact the municipality had the right to take gravel from Mr. Piercy's property though it would have to do the stripping itself. Considerable discussion of the matter finally resulted in the road superintendent being instructed to prospect on the property of W. Sayward for a proper supply, and that in the meantime a rate of fifteen cents be struck instead of the former rates of from ten to twenty cents.

The numerous complaints against the practice of the British Columbia Electric railway, which the councillors claim has persisted in allowing cars to stand on Tolmie avenue and had of late been depositing dirt, debris and stumps upon the public highway drew a reply from A. Goward, local manager of the railway company, who wrote the council stating that so far as the question of the cars standing on Tolmie avenue was concerned "you will find that this is all covered by our statutary rights," and referring to the question of the depositing of debris on the highway he stated that he was at a loss to understand to what the council referred. At the same time he expressed himself as ready to take up all questions which might arise in future between the council and the company.

Reeve Drydon declared to the meeting that the council did not dispute the company's rights, but in the matter of the debris on the highway that must stop, constituting as it did, a menace to the public using the highway. The company will be requested to remove the debris and fill in between the car tracks.

R. Fowler, secretary of the Cloverdale Municipal Association, wrote asking if the Saanich council would undertake to lay a sidewalk on Cloverdale avenue from the Saanich road to Oak street, and also to have the railway crossing on the former thoroughfares opened and graded. Reeve Drydon stated that the company was willing to carry sufficient material to fill in on the railway property and its offer to do so will be gladly accepted by the municipality while the question of the sidewalk will be held over until the year's estimates are passed.

Jacob A. Windsor, through his solicitor, Sydney Child, notified the council that on Friday, Aug. 9, application would be made to the courts to have the plan to section 36, map 402B, Mount Tolmie Park estate, annulled. Reeve Drydon explained that the application had not come before the court last Friday, owing to the absence of the judge from the city, and it would be brought up in the near future. Mr. Windsor is owner of five lots in the estate, and it is his desire to have the right of possession to certain roads vested in himself. The municipality is owner of the roads to which the councillors believed there is a value and the interests of the municipality have been entrusted to J. S. Yates who will represent it at the hearing before the courts.

Plans of the proposed subdivision of the Thompson property, through which roads are to be laid out, were submitted to the council by E. Wilkinson, provincial land surveyor, for approval. The plans will be accepted on the understanding that the roads will be forty feet in width instead of thirty as shown on the plans submitted.

F. C. Gamble, public works engineers, wrote stating that he was enclosing a blue print showing the location of a road through the property of Mr. Appleton, section lot 45, between the Finnerty road and Gordon Head road. The blue print, however, was not enclosed as stated, and the matter was laid over until the next meeting.

I. R. Carmichael, the newly appointed clerk of the municipality, tendered his resignation as member of the board of license commissioners, which was accepted. His successor will be chosen at the next meeting.

Constable J. J. Russell reported two cases of scarlet fever during the month, and numerous complaints of cattle breaking into property throughout the district. Owners have been notified to cut thistles and campers on the foreshores have been notified to observe the provisions of the Bush Fires act. Liquor licenses to the amount of $315 were collected.

George Hick tendered at 100 yards of broken rock for Saanich road at $75. The matter was referred to the road superintendent.

An application for relief from a resident of the municipality was, after investigation, refused.

Improvements on a culvert on the Saanich road near Tolmie Hill were ordered to be made at a cost of $25.

The following accounts were passed: Hamilton Powder company, for stumping powder, etc., $12.75; J. A. Sayward, lumber, $15.95; Walter S. Fraser and Co. Ltd. hardware, $5.10; Colonist Printing company, limited, $19.05; Hope Stationery company, $1.25; Sweeny and McConnell, $7.50; J. G. Elliott, auditor $20. The amount for the new Austin crusher recently purchased by the municipality at a cost of $1,799 will be paid when the machine has received a satisfactory test.

Those present at the meeting were: Reeve Drydon, Councillors Quick, Pointer, Durrance, Puckle, Grant and Clerk Carmichael.

Counterfeiters Captured

Uniontown, Pa., Aug. 10.—In a raid on an alleged counterfeiter's den near Smithfield, Pa., today about five men were arrested, a large number of moulds captured and a big quantity of spurious coin found. The men were all foreigners.

Heat on the Prairies

Winnipeg, Aug. 9—The heat throughout Western Canada today has been intense, just what the crops required.

GREAT POSSIBILITIES FOR SMELTING PLANT

J. T. Shadforth Thinks Works Would Be Success—Organising Company

J. T. Shadforth, M. P., I. A., who is interested in the flotation of an iron and steel making plant on Vancouver island, has returned to the city, and is interesting himself in the arrangements for the formation of a company to build a large plant. In an interview yesterday he discussed at length the advantages to be derived from such an industry contiguous to Victoria. He said the success of an iron manufactory depended upon three things: First, the assembling of raw material, such as iron ore, limestone and fuel of suitable quality and sufficient quantity at cost that will compare at least as favorably with other canufacturing centres; second, a market of sufficient scope; third, economical management. He says in connection with a local plant it is unnecessary to consider the first two items. All that is needed is sufficient capital to erect and operate plants.

Mr. Shadforth points how extensive other iron works have become and from what beginnings they have started. The Krupp steel plant at Essen, Germany, began with a small forge and grew with such rapidity that now 45,000 workmen are employed, and the approximate number of those either directly or indirectly dependent upon these workmen will more than exceed the population of British Columbia.

The Carnegie steel works (not including the United States Steel corporation) employs approximately 25,000 persons; and according to calculations made by one of the officials of this company, there are approximately 250,000 persons drawing revenue from and dependent upon this institution. This includes the storekeeper, butcher, baker, farmer, lawyer, doctor, publisher, school teacher, banker, minister and real estate dealer.

The present cost of eastern and foreign pig iron is about $28 per ton. An iron and steel plant on Vancouver island would manufacture and sell iron in the local market at much less price per ton. This would enable local factories and foundries to manufacture locomotives, cars, tools, agricultural implements, radiators, cast iron pipe, stoves, machinery, steel ship plates and iron and steel articles of every description; thereby employing thousands of men and saving to this coast the millions of dollars that are annually sent east, and to Europe, to pay for such products.

The manufacture of steel plate locally would also be a great aid to local shipbuilders, who are now forced to pay $45 per ton for eastern plate delivered here. Structural steel for buildings would also be manufactured and sold more cheaply than it now can be secured. Steel rails would also be marketed at much lower figures than they can now be secured.

The one thing more than anything else that is retarding the opening of coal mines, stone quarries, large isolated timber interests and the building of suburban electric roads is principally the fact that steel rails, which are now being used for these purposes and which are being purchased in the east and in Europe costs $40.00 to $45.00 per ton, while we can produce the same and sell to the consumer at $25.00 per ton, and thereby save 50 per cent on his investment and enable him to do twice as much work with the same amount of capital.

FIRST JAPANESE TURBINE

The first Japanese turbine steamer, the Hirafu Maru, was launched recently by Messrs. Wm. Denny & Brothers, Dumbarton, Clyde. The Hirafu Maru is a smart looking craft, her length being 280 feet, breadth 35 feet and depth 21 feet 6 inches. She has been built under the special survey of Lloyd's Register, and in accordance with the requirements of the British board of trade and of the Teishinsho rules. Ample bathing accommodation is provided for all classes, this being a special feature in Japanese vessels. The propelling machinery, which is being fitted by the builders, will be of sufficient power to enable the vessel to maintain a speed of 18 knots.

PROFESSOR CARPENTER TO ARRIVE THIS WEEK

Irrigation Expert Engaged by Provincial Government Will Soon Be Here

Professor Carpenter, the irrigation expert retained in an advisory capacity for the provincial government, will reach the city early in the present week.

The retention of the professor inaugurates the government's new policy with regard to irrigation and is preliminary to their engaging upon a comprehensive scheme.

With Hon. F. J. Fulton, chief commissioner of lands and works, and other officials of the land and works department, a trip will be taken through the dry belt, embracing the territory in the neighborhood of Kamloops and portions of the Similkameen and a comprehensive idea of the work already done and the requirements of the situation obtained.

The new departure is one of the most important undertaken by the provincial government and is being awaited with great interest in the different regions affected. The retaining of Professor Carpenter, who has had a vast amount of experience in irrigation projects, has been commended by everybody. The irrigation of the dry belt will mean that vast areas of land suitable, save for lack of water, for fruit raising, will be thrown upon for occupation and the fruit growing industry is expected to advance by leaps and bounds.

Cobalt Miner Killed

Cobalt, Aug. 9.—Alex. McIssacs fell down the shaft of the Telliska and Hudsons Bay mine at Cobalt and was killed.

Thomas Car a Winner

New York, Aug. 10.—A Thomas car won the Brighton endurance auto race, a Losier car was second and a Jackson car third.

MACHINE TO SCRAPE WATERWORKS PIPES

Unique Invention Is to Be Tried in Victoria in the Near Future

There is now on the way to Victoria from Scotland a water main pressure scraper which will be used in scraping out the 12-inch main which has been laid for over thirty years, and so may not unreasonably be supposed to be somewhat corroded, and possibly clogged to some extent with extraneous matter. The pressure scraper, which is a machine driven through the pipes by the pressure of the water itself, was invented in England over 30 years ago, and is in use in a large number of municipalities in Great Britain, but as the only one on the continent of North America is at Halifax, N.S., it may fairly be considered somewhat of a novelty in this country.

The machine consists of two distinct portions connected by a swivel joint, the front portion carrying the steel scrapers, and the rear the wrought iron or steel propelling pistons. The latter are somewhat smaller in diameter than the bore of the pipe, for the pistons will not cut the corrosion and the water must be allowed to pass them. Leather discs intersected by radial cuts, and stiffened at the back by lead plates, are placed behind each piston. The springs, with steel cutting edges, are arranged in two sets of four each, the set behind breaking joint with that in front, so as to effectively scrape the whole internal circumference of the pipe. The cutting edges are set in such a way that, should the scraper encounter anything in the shape of a projection, such as a ferrule screwed into a pipe, the whole machine will slew or turn round, and thus pass the obstruction without getting blocked; while the leather packings behind the pistons will fold back and pass any obstruction that can be passed by the pistons themselves.

The machine is colloquially known in England as a "devil," and in Scotland as a "beastie," and to the uninitated looks more like a steel umbrella than anything else. The water inflates the machine, keeping it close to the sides of the pipe while if a solid object is struck the umbrella-like springs fold up and the "beastie" slides by.

For the operation of the "beastie" hatch boxes are required, and when once in place they last as long as the pipe. The main is cleaned in sections of about a thousand yards to a mile, according to circumstances, and at each section a hatch box is placed. It is simply an open topped strongly ribbed pipe, with a doorway long enough to admit the scraper. The "beastie" is inserted in the hatch box, the water is turned on, and if all goes well, it speedily emerges at the next hatch box (the end of which is plugged) preceded by the scourings of the pipe.

The operation of cleaning is not devoid of excitement, as may be seen from the following extract from a paper read before the Institution of Engineers and Shipbuilders in Scotland.

"First the boss in charge of operations must place his men and give each instructions, to learn which a little preliminary drill is necessary. Three or four men are posted with ear to the ground, on the line of the main, about 30 yards or so apart. Each individual in turn takes up a similar position beyond the last man, as soon as the machine has passed him. The person in charge with a stethoscope in hand ought always to be as directly over the machine as possible.

"The low rumbling or grinding noise caused by the passage of the scraper is usually easily distinguished especially on a good hard road, but when the track is through fields with a loose soil covering, or in deep cuttings, it is sometimes difficult to detect. In a high wind, or where the pipe line happens to lie alongside of a rushing stream or railway, it is difficult to keep the sound, and the "beastie" not infrequently gets lost; unless by good luck it comes bouncing out at the next hatch box, carrying a wartload of heavy evil smelling corrosion in front of it.

"It appears rather mysterious to an onlooker to see six or seven sensible-looking workmen lying prone with their ear to mother earth, and for each in turn to suddenly jump up and off at a run beyond the farthest man, like so many demented beings; while the superintendent of the operations follows at a quick walk with "divining rod" (stethoscope) in hand, stopping now and then and anxiously applying his ear to ascertain whether she has struck or not, as she not infrequently does the only sign of her presence being the sound of the water rushing past. At times the machine gets obstructed, and all patiently wait till it may perchance 'take a thought' and move off. If the corrosion is plentiful, it may get piled up in front, and require time to get washed forward. The machine may go a few yards and stop, a feature that may be repeated several times, until a dead stop occurs. When a solid obstruction is met with the machine can be heard coming against it with a dull thud. The signal is given for the turncock to turn off the water and turn it on again suddenly. This is repeated if ineffective, but sometimes all persuasion is lost upon the recalcitrant "beastie." The pipe track is opened and the pipe struck a few smart blows with a sledge hammer. The scraper may move off or may not. If not, then a wisp of hay is inserted at the last hatchbox, and when it reaches the scraper it forms a species of packing, and the extra pressure thus generated seldom fails to send the machine off; but at times all expediments fail and nothing remains but to cut the pipe open to ascertain the cause of the obstruction. As often as not this is found to be a big piece of lead, carelessly run into the pipe when being laid. Sometimes a number of stones have gathered and jammed the blades of the scraper. On one occasion a wagon sprag was found to be the hindrance. On another a plank of wood 10 inches wide, 2 inches thick and several feet in length; and a ladle with a 9-inch bowl and a handle 40 inches long. Once set free the machine is started as before, till the first length of main is successfully scraped. It is then passed through again and again till the pipe is thoroughly cleaned, the blades of the scraper being set out to a larger size each time."

It may be added that Thomas Preece, the foreman of the water department, has had experience with the machine in the old country and understands its operation.

"How do you acrobats get such elastic muscles?"

"We practice for hours at a stretch."—London Opinion

VANCOUVER MAGISTRATE WILL NOW DECIDE CASE

Thomas Hanson of the Manuka Sent to Terminal City for Trial

Whether Thomas Hanson, deserter from the steamer Manuka, is an immigrant within the meaning of the statutes is still a matter for argument.

Hanson appeared in the police court Saturday morning to answer to the charge of mutinous conduct while on board that boat on its recent voyage from Australia, but he found no charge against him. The information laid by John Broad, purser of the Manuka, had been withdrawn and Magistrate Hall was not called upon to render a decision as to the question of his jurisdiction in the case on the point raised by Dr. Milne, Dominion immigration officer.

The sudden termination of the proceedings in the local court came as a result of the conference between W. H. Langley, counsel for the immigration department, and H. G. Lawson, who was prosecuting on behalf of the officers of the boat. To proceed with the charge here would have necessitated the bringing from Vancouver of a number of witnesses involving considerable expense, as the Manuka is at present lying at Vancouver. Besides the witnesses for the prosecution, the prisoner stated that he desired to call several members of the crew to testify on his behalf and under the circumstances it was considered the less expensive to go ahead with the proceedings in Vancouver.

An agreement was entered into that the steamboat company should undertake to pay all expenses in connection with Hanson's transfer to Vancouver and for his maintenance here providing it was shown that Hanson was not an immigrant. Hanson will be taken to the Terminal City today, and will come up for trial tomorrow. Another charge similar to the one that was withdrawn here will be preferred against him there, but in the meantime he is in the custody of the immigration department, who will hold him till the disputed point as to whether Hanson is an immigrant or not is settled.

If the court holds that Hanson is an immigrant he will be deported. If the decision is that he is still a member of the crew, he will be tried for his mutinous conduct.

Upon a Vancouver magistrate, therefore, will devolve the arduous task of making a decision as to the legal points involved. The immigration laws provide that sailors who have shipped for the entire voyage on any boat are not immigrants, but sailors who may ship at intermediate points on the voyage come within the scope of the act. It is contended that inasmuch as Hanson signed for the entire trip and his articles do not expire till he returns to Sydney, he is a member of the ship's crew and not an immigrant.

Hanson declared his desire to go back to Australia on the Manuka, but Mr. Lawson stated that the captain of the boat had positively refused to permit him to make the sail with him unless he was punished. Hanson had been most obstreperous on the voyage over and the captain wanted to make an example of him. When asked by Magistrate Hall if he would drop proceedings against Hanson and permit the immigration department to deal with the latter, Mr. Lawson announced that his instructions were positive to prosecute Hanson on the charge of mutinously disobeying orders and he intended to do so.

Sir Hibbert Tupper

Montreal, Aug. 10.—Sir Charles Hibbert Tupper has left for Halifax, accompanied by Lady Tupper, who goes to Nova Scotia to visit her father, ex-Chief Justice Macdonald, who is not in good health. Sir Charles Hibbert Tupper had expected to meet his father at Quebec, and is much disappointed that events had delayed the baronet in England. Sir Hibbert and Lady Tupper expect to spend some time in New Brunswick.

PRAIRIE PEOPLE ARE SPEAKING OF VICTORIA

Returned Traveler Tells of What He Heard While En Route

James M. Mellis has returned to the city after a two months' tour of the middle west. While absent Mr. Mellis visited Seattle, Spokane, Rossland, Trail, Revelstoke, Calgary and Winnipeg, combining business with pleasure. He was joined at Vancouver on his return by Mrs. Mellis and their little daughter, who have been visiting relatives in that city.

Everywhere he heard talk of Victoria, especially in the prairie cities. He met hundreds of people in Winnipeg who had visited Victoria, and all of them were looking forward to the time when they would be able to return here. With the next harvest he believes there will be heavy influx of people from these centres. All were clamoring for literature dealing with Victoria. While there was plenty with regard to Vancouver, Mr. Mellis could see none of the circulars issued by the local tourist association in either place.

At Calgary there was an exhibit from Vancouver, but nothing from Victoria though he heard the praises of the latter place sung on every hand. A feature of the exhibition was a lacrosse match between Calgary and Edmonton, in which several old Victoria players were to the fore. In Winnipeg also he saw several old Victoria players.

In Rossland there was a great scarcity of labor in the mines, but he found the Trail smelter working day and night, three shifts of men being employed. It is not expected that there will be any shortage of coal during the coming winter, provided there is a sufficient supply of cars to carry it from the mines to the different distributing centres.

Mr. Mellis had rain in every place he visited. "A trip away from Victoria, just emphasizes one's pleasure in getting back home," he remarked.

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TELEGRAPHERS' STRIKE SPREADS TO MANY CITIES

(Continued From Page One)

clare they all belong to the union. These men have been told to watch and see if the telegraph companies are sending messages by phone that would ordinarily be sent as telegrams, and if so to refuse to allow such messages to be handled. This means that they will probably be called out.

The local executive committee of the union will hold a meeting tomorrow to consider the advisability of ordering the 330 men employed on leased wires in Chicago to quit work. If such a plan is put into effect and the men respond to the order it will put the Chicago board of trade out of business, as well as other corporations and companies that have leased wire.

Oakland, Cal., Aug. 10.—President Small, of the Telegraphers' Union, said this morning that the operators of Oakland and San Francisco will go out on strike tomorrow (Sunday).

"At the Western Union headquarters in Oakland, the Western Union telegraphers are only waiting for me to blow the whistle for a strike. They will be justified in striking, as the company officials have not lived up to their agreement. There will be a meeting tomorrow at 1 o'clock of the union at their headquarters, when the situation will be discussed and a conclusion will be arrived at which will determine the hour of the strike here. At the meeting the following resolution will be acted on:

"Whereas by the action of the Western Union officials in San Francisco violating both the letter and spirit of the agreement entered into on July 19, between the Western Union Telegraph Company and the Department of Commerce and Labor:

"Whereas, members in a number of cities in the United States quit their positions in consequence of the discrimination and intimidation practiced by the officials of the Western Union in San Francisco towards its employees, and especially the women, and deeming a further spreading of the strike inevitable, therefore, be it

"Resolved, that the local executive board of the local union, No. 34, Commercial Telegraphers' Union of America, instructs international president S. J. Small to call on every member employed by the Western Union in San Francisco and Alameda counties to leave his or her key at his call."

Further discussing the problem Mr. Small said: "The men ran out of the Western Union Company's office at San Francisco when the last strike was called. This time they will merely walk out. I do not intend to give the Western Union officials any warning this time. We were entirely too tender with them.

"The strike seems inevitable here. It is hardly safe to say when the men will walk out. It is likely to be any moment. Their leaving this office will be at their own volition."

Constitution Suspended.

Chicago, Aug. 10.—At a mass meeting of the striking operators held today Chairman Likes announced that President Small, at San Francisco, had telegraphed an order suspending the constitution of the national organization for thirty days. The chairman declared that the union officials at Chicago had retained an attorney to begin legal proceedings to prevent the national executive board from interfering with the handling by the proper officers of the union funds. Mr. Likes' statement was as follows: "The national executive board has been lying down on us, and we do not propose to have our cause imperilled by its non-support. President Small ordered the constitution suspended because that document provides that the executive board must have approved expenditures before the money in the general treasury can be touched.

"The executive board has shown a disposition to meddle with that money and tie us up so we cannot use it. President Small's action forestalls any further activity along this line, and we are going into court for an injunction or something for fear the executive board will try to contend that President Small's action is not legal."

New York Situation.

New York, Aug. 10.—Whether the strike of the telegraph operators will reach the east, probably will be determined tomorrow, when the local branch of the Commercial Telegraphers' Union of America will decide whether they will continue to work with non-union operators, who have been employed by the Western Union and Postal companies in Chicago and other cities where strikes are on.

Thus far, the strike has not reached the east. In New York and other eastern cities union men, acting under instructions from the chief of the union, have gone about their work as usual.

There appears to be a strong feeling among a large element of the telegraphers that New York local should join in the strike, not only out of sympathy with the men who have struck at other points, but because of grievances here, which the men claim have not been adjusted according to the agreement with Labor Commissioner Neill some weeks ago when the first strike began on the Pacific coast. These men say a strike will sooner of later be necessary in order to enforce their demands, and that the best time to try their strength against the companies is now. A conservative element in the union desires to wait until the last moment before adopting drastic measures, but it is doubtful whether this element will be able to outweigh the strike element.

It is said that if the New York operators decide to refuse to work with non-union strike-breakers in the west, the strike will rapidly spread to the eastern cities. President Jos. F. Ahearn, of the local union, said today that there was every probability that the strike would reach New York. It would then become general throughout the country.

When his attention was called to the statement of the company's officials that business was going on about as usual, Mr. Ahearn said this was not true, but that business in Chicago was practically demoralized.

Assistant General Manager Barclay, of the Western Union, said: "As far as this company is concerned we know nothing about a strike. We are attending to our business as usual. We have no trouble anywhere; we are right up to date with our business, and are not worrying about anything."

Vice-President Adams, of the Postal, declared that the strike in Chicago came as an entire surprise to him, but that the company was running plenty of wires and was taking care of all business with little delay.

Restored to Favor

Berlin, Aug 10.—It is asserted that Marschal Von Biberstein, who was in disgrace ten years ago, is now a serious candidate for the chancellorship. The Kaiser is delighted with the high standing he has attained among the delegates, at the peace conference.