

reports they have had no communication with the Virginian and do not believe any of the Titanic passengers are on that vessel.

MONTREAL, April 16.—The Allan line has issued the following statement:

"We are in receipt of a cable via Cape Race, from Capt. Gambell of the Virginian, stating that he arrived on the scene of the disaster too late to render service, and is proceeding on his voyage to Liverpool."

Parisian Reports No Bodies Were Seen, But Wreckage

HALIFAX, N. S., April 16.—The Allan line Parisian reports, via Sable Island, that she has no passengers from the Titanic on board. The Parisian has just come into touch with the Sable Island wireless station.

The Parisian steamed through much heavy field ice looking for passengers from the ill-fated ship. Life rafts and bodies were sighted among the floating wreckage, which covered a large area.

The Parisian reports that the weather was cold and that even if any persons had been in the wreckage they would, in all probability, have perished from exposure before they could have been picked up.

Arrival of the Carpathia Is Now Anxiously Awaited

NEW YORK, April 16.—Intense interest centers in the gradual approach to New York of the liner Carpathia, bearing the survivors of the Titanic. It is this ship which promises to bring the first authentic details of the great tragedy and the accounts of the rescue.

The Carpathia is a slow vessel, and is due at Sandy Hook about 11 o'clock Thursday night, the 18th.

Meanwhile, the Carpathia will be within the wireless range of several stations along her course. Her wireless plant has a radius of about 150 miles, according to the Cunard company. She will be south and abreast of Sable Island late today or tomorrow, at a distance of about 150 miles, and may come within direct wireless communication with Sable Island. Her present communication is by wireless relay to the Olympic and intervening ships having a greater radius of wireless.

Will Pass Wireless Stations.

The Carpathia's course next brings her about forty-five miles south of Nantucket, where she is due early Thursday. This brings her within easy range of the powerful wireless station at Siasconnet, Nantucket. She will then be 195 miles from New York.

Through Thursday the Carpathia will be moving along the south shore of Long Island, passing the wireless station at Sagaponk Thursday morning and Fire Island later in the day.

It is at these various stages along the course of the Carpathia that the greatest dependence is placed for details of the disaster and its survivors.

The other liners which were near the scene of disaster are now widely scattered and give but little hope of bringing definite information. The Virginian has now resumed her eastern course and is not likely to be heard from until she reaches the other side.

Parisian Bound for Halifax.

The Parisian, which was near the scene, is westward bound to Halifax, and should reach there tomorrow. She will be in touch with Sable Island today, and her wireless range of 135 miles should soon clear up any additional information she may have. The California, which was reported in the vicinity of the wreck, is westbound to Boston and due tomorrow, unless delayed by the events which have just occurred.

The Olympic is eastbound and probably will not have been further detailed until she reaches the other side. The Baltic, which also was near the wreck, was scheduled to arrive at Queenstown tomorrow, but probably will be delayed by the help she sought to give the wrecked liner. Other chance supply ships may have been near the wreck, but their presence has not yet been reported.

Trying to Reach Steamers.

Officials of the Marconi Wireless Telegraph Company said today that they have been trying to communicate with the steamships Mesagite, Minnewaska and Yaderland, all outward bound, and which appear to be in position to get into communication with the Carpathia.

The weekly communication chart of the Marconi company shows the position of all ships at sea, and the Carpathia is shown in the vicinity of the wreck today. The Leyden line officials have asked the Marconi to send the necessary messages to the Carpathia immediately to the point where the Titanic went down, and remain there until relieved by the Carpathia. Some action to be taken by international agreement looking to the better protection of sea traffic and regulating the size of ships and enforcing more strict rules in the adoption of safety appliances and prescribing what routes vessels should travel at certain seasons of the year.

All Names Not Received.

The official announcement of the White Star line of positive news that there are 868 survivors of the Titanic on board the steamship Carpathia and the fact that only the names of 313 of the survivors have been received today show that there are 553 persons rescued from the Titanic whose names have not been received here.

Premier Asquith Expresses British Nation's Sympathy

LONDON, April 16.—Premier Asquith, in a brief statement in the house of commons this afternoon, expressed his sympathy to Great Britain's sympathy in connection with the Titanic disaster. After reading out to the members the messages from the White Star Line company, already received, the premier said:

"I am sure that all will allow me to add this: That I am anxious to brace ourselves to confront one of those terrible events in the order of Providence which baffles foresight, which appeal the imagination, and make us realize the inadequacy of words to do justice to what we feel."

Grief in Germany.

BERLIN, April 16.—The speaker of the Reichstag, Johannes Baumbach, in the reopening of the session today after the Easter vacation, made a speech expressing the sympathy and grief of the German empire over the loss of the Titanic.

Flags Lowered at Cherbourg.

CHERBOURG, April 16.—The disaster to the Titanic has thrown Cherbourg into profound sorrow. The flags on all the public buildings are flying at half-mast. Thousands of citizens who had witnessed the liner's departure on her maiden voyage have waited all day at the steamship office for details of the catastrophe.

A second corn growing contest this year among the boys of the Caroline county, Md., public schools is being arranged. Last year several prizes were won from eighty to 100 bushels an acre were produced.

The plant of the Allegany Furniture company, Cumberland, Md., was destroyed Saturday by Robert R. Henderson, trustee, to Arthur H. Amick for \$10,000.

WILL OCEAN LINERS

House Committee to Discuss Disasters to Ocean Liners.

LESSONS OF LOST TITANIC

Chairman Alexander Thinks Too Large Ships Are Built.

CRIPPLING OF THE WIRELESS

Legislation Looking to an International Agreement May Be Necessary.

Insufficiently of life-saving apparatus. Necessity of United States laws and international action requiring foreign registered ships to be amenable to humane regulations.

No need for such huge ships. Necessity for further regulation of wireless telegraphy so the wireless cannot be put out of commission by an accident.

Determination of the committee on merchant marine and fisheries to take up these propositions with a view to action by Congress.

These are the points made by Chairman Alexander of the House committee on merchant marine and fisheries in an interview given to the press today.

Boats Apparently Insufficient.

Chairman Alexander said: "From the meager reports concerning the awful disaster that overtook the Titanic and the resulting loss of life, and the fact that probably less than one-fourth of those on board were saved, although she struck the iceberg within four hours of her departure, it is evident that the lifeboats provided were wholly insufficient to protect or rescue those on board, and that the failure to provide these lifeboats was gross negligence and suggests a want of care in the inspection of the vessel."

"The disaster also directs attention to the serious defect in the laws if they do not require ships to carry lifeboats for such emergencies as this."

Immense Ships Opposed.

"It also demonstrates that ships of such great size are subject to peculiar hazards, and that in the event of an accident the results may be most appalling on account of their difficulty of navigation. This was shown before in the accident occurring to the sister ship Olympic, and now in the English Channel, and emphasizes the fact that this catastrophe ought to put a stop to the building of such enormous ships."

There is no commercial need for them. They are more liable to accidents than ships of smaller size. It can be handled in an emergency with greater ease. The fact, too, that the larger ships carry so many more passengers is an argument against their construction in case of their sinking the loss of life is so much greater.

Crippling of the Wireless.

"The press accounts of the difficulty in the transmission of the wireless messages indicate that there should be changes made in the laws regulating wireless telegraphy. It seems that soon after the Titanic struck the iceberg the wireless apparatus was put out of commission."

"It may be that some other method than that now in use can be devised. Certainly the wireless apparatus should be separated in every way from the machinery that operates the ship, so that it will not be affected by a collision or other disaster would be this method of communication. Other changes may be necessary to communicate with vessels that may come to her aid."

"The merchant marine and fisheries committee will soon report out a bill to regulate radio-communication. Reports received from the Carpathia show that the Titanic was much hampered by the interference of amateurs. Legislation ought to be had to prevent this. Absolutely no amateur should be permitted to communicate with vessels that may come to her aid."

"As the reports received up to this time are not fragmentary, it is too soon to say whether the Titanic was in any way hampered by what legislation may be necessary to protect the safety of lives and property."

"The committee will take some action to be taken by international agreement looking to the better protection of sea traffic and regulating the size of ships and enforcing more strict rules in the adoption of safety appliances and prescribing what routes vessels should travel at certain seasons of the year."

"Everything should be done that can be done to prevent a recurrence of the terrible tragedy and to place in the case of the lost Titanic."

FOG MAY HAMPER RESCUERS.

Violent Thunderstorm Reported Off Nova Scotia.

MONTREAL, April 16.—The weather signal station at the Gulf of St. Lawrence reported today that heavy fogs lay off Nova Scotia and that a violent thunderstorm broke in that neighborhood last night and is traveling eastward.

It was said that such conditions left little hope for the rescue of any survivors of the Titanic that might still be adrift in rafts or boats.

Shoot the Icebergs!

To the Editor of The Star:

The Star, about a year ago, published a communication from the present writer suggesting that every ship crossing the north Atlantic be provided with cannon and required by law to shoot every iceberg within gunshot. Many of these floating masses are but loosely coherent, and a few sharp shocks would reduce them to innocuous fragments. In addition it was suggested that special ships should be sent out to hunt for icebergs, and destroy them by means of bombs dropped from aeroplanes.

Copies of the hydrographic offices of the leading nations, and to the leading marine insurance companies, but so far as known, no attention was paid to the matter. In pursuance of the time-honored and unchangeable policy of looking the stable after the horse has been stolen, the suggestion may become obsolete.

After the loss of a ship worth \$10,000,000, a cargo worth additional millions, and over 1,000 human lives, it is not surprising that the suggestion was not taken. It is, however, worth more than all the rest. The mere cost of the ship would have been paid for by the loss of the cargo and ammunition that might be used in destroying icebergs for the next fifty years.

A friend now comes forward with a new suggestion. The warships of the leading nations are constantly engaged in target practice. Instead of going to the expense of making artificial targets, why not take advantage of the targets provided by nature? All the navies are now experimenting with aeroplanes, and the experiments necessarily consist in hovering over a target and dropping bombs on it. If a few warships were sent to the coast of Newfoundland and Nova Scotia, they could be directed to that vicinity. Many people grow over the enormous expense of building and maintaining navies. It would be good policy for the advocates of naval armaments to take advantage of the obvious advantages of their usefulness.

ROBERT STEIN.

MANY BIG ICEBERGS

PASSING BY STEAMERS

Reports Made by Captains of Atlantic Liners Reaching New York.

NEW YORK, April 16.—Incoming steamships from Europe, which have been held up down the bay by fog for the last twenty-four hours or more, all report having passed numbers of large icebergs and ice fields in the vicinity where the Titanic was lost. The Red Star liner Lapland, from Antwerp and Dover, reports she passed a number of large and small icebergs in the vicinity of longitude 40°50' and latitude 42°, and that the ice fields extended as far north and south of the course as the eye could reach.

The steamer Niagara, from Havre, stated that on the evening of April 10, in latitude 44°07' and longitude 50°40', she saw many icebergs, followed by an ice field, and that the liner steamed around the field until 3 o'clock the following afternoon. While steaming through the ice fields the wash of the sea hurled a large block of flintlike ice against the port bow of the Niagara and perforated one plate in two places. A little water entered the ship, but the leak soon was stopped.

Chairman Alexander said that in his experience in the service on the North Atlantic he had never seen so much ice. The steamer George, from Bremen, which was detained in the lower bay by fog for twenty-four hours, also reports passing large and small icebergs.

Ice and Fog Are Always Great Elements of Danger

The speed at which the Titanic was traveling when she went against the iceberg, will perhaps not be known until the first of her survivors reach port. Whatever her rate of progress, however, shipbuilders here and abroad must admit that while the modern steamship may defy wind and waves, ice and fog remain an ever present element of danger. No ship, they point out, no matter how stanchly built, nor how many watertight bulkheads protect her, may plunge into headlong against a wall of ice without grave results. The general opinion is that the Titanic equipment was put to the test of an extraordinary feat which no vessel could have withstood.

"Under ordinary circumstances these watertight compartments will preserve a ship from sinking," said A. H. Hopkins, vice president of the Newport News Shipbuilding and Dry Dock Company, in New York, "but smashing into an iceberg could produce shattering effects that would render a ship helpless before the protection of any design yet known."

Granting that only the forward bulkhead of the Titanic crumpled under the impact with the iceberg, Mr. Hopkins was inclined to think that the relative buoyancy of the remaining compartments would have been sufficient to keep the vessel afloat. Inasmuch as he was not familiar with the relative division of the Titanic's compartments, he could not estimate how many compartments must have given away under the impact of the collision.

Vessel May Have Grounded.

Robert Stocker, naval constructor at the Brooklyn navy yard, said:

"In the case of the Titanic I am inclined to think that her sinking was due to the effect of grounding rather than to the impact of collision. Frequently a ship strikes what is known as a 'pinhead rock,' ripping open her keel. The iceberg against which the Titanic smashed her bow may have had some such submerged projection which did the additional damage to the keel."

If the forward bulkhead of the ship had held after the impact, which smashed the bow, it certainly seems that the relative buoyancy of the remaining compartments would have been sufficient to keep the ship afloat. I am compelled to believe that a great many of her compartments must have been punctured at full speed or perhaps crashed into a berg so tremendous that there was practically no give. "If the Titanic hit one of these great ice masses," said Mr. Stocker, "it is conceivable that she struck one that had no more give than the Titanic's bow. These circumstances coming had to give way, and as the iceberg did not, the great ship had to crumple up. It is conceivable that the iceberg had some such submerged projection which did the additional damage to the keel."

Whenever an ice field or a berg is reported by any vessel, or from any shore station, the hydrographic bureau is notified and at once sends out official warnings, giving the approximate size of the berg, its longitude and latitude, and the rate of its apparent drift. In this manner ships at sea equipped with wireless are enabled to know in advance of the approach of an iceberg, and the far more dangerous submerged ice masses called ice fields. The unheard-of numbers of icebergs that have drifted this spring, however, has hampered the work of the bureau, for the reason that the floating mountains of ice were of such frequent occurrence as to render it almost impossible to keep track of them.

Was It a Salt-Water Berg?

Capt. Charles A. McAllister, engineer-in-chief of the revenue cutter service, today expressed the belief that the mass which sent the Titanic to the bottom of the ocean was a salt-water iceberg and not a polar berg of glacial formation.

He pointed out that the ratio of ice above water in such an iceberg was only one-ninth of its bulk. In other words, with only nine feet of visible, there would be eighty-one feet of solid, rock-hard ice submerged.

George Uhler, inspector general of the federal steamship service, said today he believed the Titanic plunged into the iceberg with such momentum that the impact buckled her to pieces. The vessel in all probability, he added, ran over a submerged end of the berg which was wedged in a mountain of ice.

MINERS OPEN CONFERENCES.

Anthracite Workers to Insist on Recognition of Union.

NEW YORK, April 16.—The subcommittee of anthracite coal operators and miners' representatives, which was appointed in Philadelphia last week to consider the nine demands made by the miners, is in New York city today for the first of a series of meetings which, according to the general belief, will result in the reaching of an agreement before the end of the week.

It is expected that the demand for union recognition will be taken up by the committee at the beginning of the negotiations, but it is said that the operators will agree to recognize the union only to the degree that they will make the union officers a party to the wage contract. The officers of the miners' organization still declare that the miners will accept full recognition or nothing.

All indications point to a resumption of work in the mines by May 1.

HARRY W. SHEPHERD CHOICE.

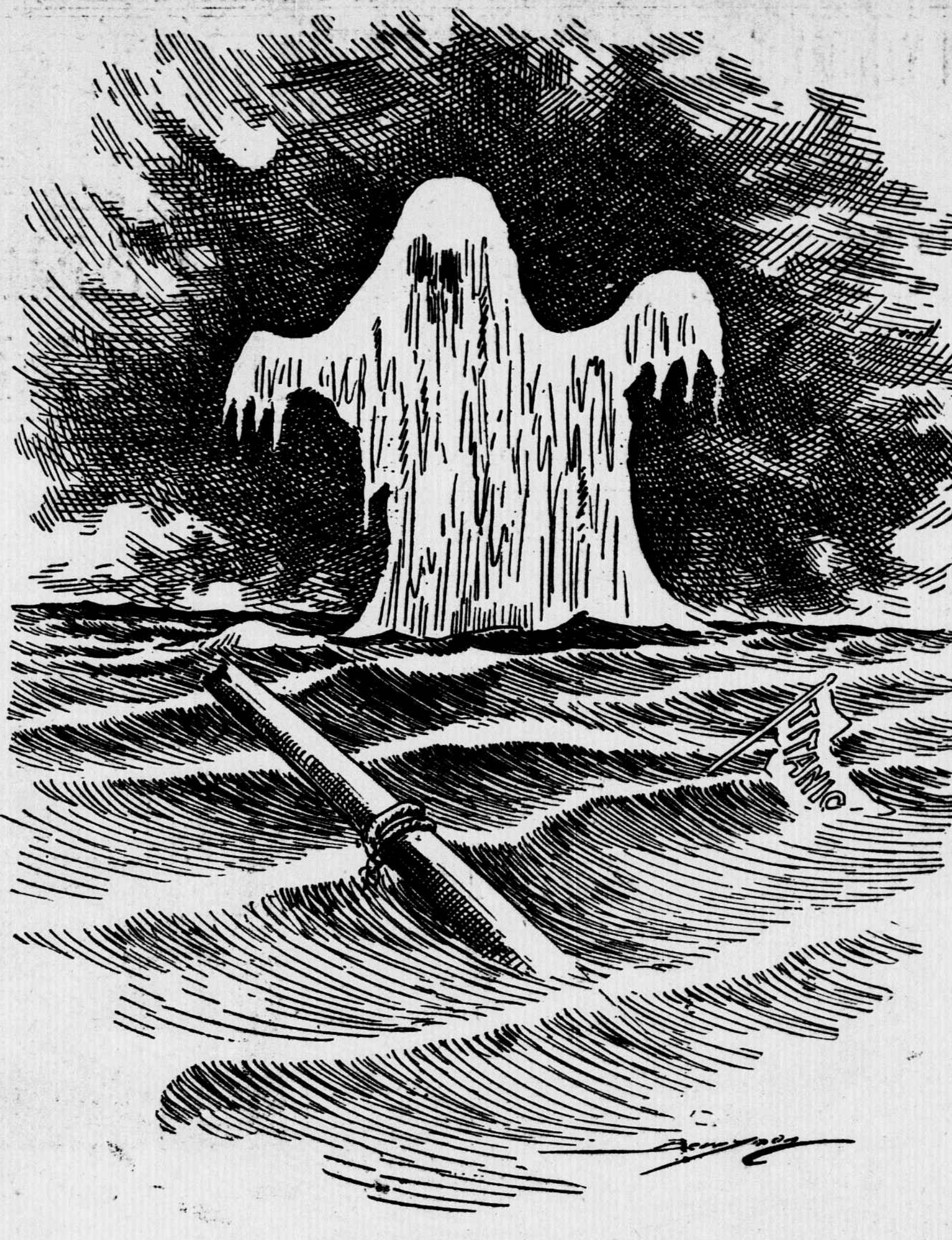
Nominated for Mayor of Hyattsville, Md., Without Opposition.

SPECIAL DISPATCH TO THE STAR.

HYATTSVILLE, Md., April 16.—At a convention held here last night Harry W. Shepherd was nominated for mayor of Hyattsville without opposition. The election will be held Monday, May 6. William A. Shepherd was unanimously nominated for town treasurer to succeed himself.

Two candidates, Fred D. Tillman and J. W. Ginder, were nominated for the council from the first ward, one to be elected. Friends of each candidate are at work, and an interesting struggle is impending. In the second ward Albert B. Clark was nominated for the council to serve for two years, and will have no opposition, while the same is true of John O. Holden, nominated from the third ward.

The terms of J. L. Bursley, first ward; Edward Devlin, second ward; and E. A. Fuller, third ward, expire in May. The holdover members of the council are William A. Dorr, first; A. G. Greaser, second ward, and Stephen J. Kelly, third ward.



THE SPECTRE OF THE SEA.

MANY ICE WARNINGS

ISSUED THIS SPRING

Navigators Have Had Daily Bulletins of Menace in North Atlantic.

A constant succession of warnings has been issued this spring by the United States hydrographic bureau of the Navy Department of the great number of icebergs in the north Atlantic. The warnings have been of daily occurrence, as it is the rule of the bureau to issue bulletins conveying the fullest practicable information for the guidance of vessels navigating the ocean.

Hydrographer Knapp this morning said that there is no way in which to account for the unusual number of bergs that have imperiled vessels in the north Atlantic this spring.

Bureau Hampered This Spring.

The unusual severity of the winter, which caused ice of extraordinary thickness to form all along the coast of Newfoundland and the Gulf of St. Lawrence, those coasts during the latter part of the winter and the early spring, can hardly be held altogether responsible, as equally severe winters and gales of as great intensity have been experienced in past years without causing any such number of icebergs as have obstructed the lanes of the ocean liners this season.

Whenever an ice field or a berg is reported by any vessel, or from any shore station, the hydrographic bureau is notified and at once sends out official warnings, giving the approximate size of the berg, its longitude and latitude, and the rate of its apparent drift. In this manner ships at sea equipped with wireless are enabled to know in advance of the approach of an iceberg, and the far more dangerous submerged ice masses called ice fields. The unheard-of numbers of icebergs that have drifted this spring, however, has hampered the work of the bureau, for the reason that the floating mountains of ice were of such frequent occurrence as to render it almost impossible to keep track of them.

Fortunate Change in Plans.

Robert Bacon, United States ambassador to France, with his wife and daughter, had until a week ago planned to sail on board the Titanic, but in view of the delay in the arrival of Myron T. Herrick, his successor, Mr. Bacon decided to postpone his departure, and to leave by the French liner France Saturday next.

Mrs. G. T. Lewis and Miss A. K. Easman, both of New York, now staying at the Hotel Maurice, had engaged passages on the Titanic, but at the last moment transferred to the Olympic, sailing April 24.

Among those in the second cabin who were disappointed was Mrs. Irvan and Miss Lahman.

FAVORS AMERICAN CRAFT

Secretary of Merchants' Association Opposes Panama Canal Tolls.

American vessels should pass through the Panama canal toll free, in the opinion of the Merchants' Association of New York, expressed before the Senate committee on interoceanic canals today, by S. C. Mead, secretary of the association.

Mr. Mead pointed out that tolls are not levied on any of the many other waterways of the country which have been built or improved at the cost of the United States, and that that policy has been adopted for the economic development of the country. Inasmuch as the Panama canal is of still greater economic importance than any of the other waterways made navigable by the United States, he urged, there are still greater reasons why the canal should be free of tolls as far as the United States is concerned.

Amos H. Boole, former steamship line manager, also heard by the Senate committee today, urged that there should be no tolls levied on any of the other waterways of the country, and to prevent transcontinental railroads from owning competing steamship lines that will use the canal.

The descendants of Michael Stump, one of the pioneers of Calhoun and Gilmore counties, West Virginia, will unveil a monument to his memory May 30 over his grave in the cemetery near Stumptown, W. Va.

The Col. John Evans Chapter, Daughters of the American Revolution of Morgantown, W. Va., will place a bronze tablet to the memory of Col. Evans, of the American Revolution, on the site of the house he once owned and occupied there.

REPORT OF FATALITIES

BRINGS GRIEF TO PARIS

American Colony Horrified. Ambassador Bacon's Fortunate Change in Plans.

PARIS, April 16.—The American colony in Paris was plunged into profound grief this morning by the definite news of the stupendous loss of life caused by the wreck of the Titanic. Hundreds of the permanent American residents and of the American tourists staying at the hotels had relatives on board. All went to sleep last night comforted with the assurances cabled here that all had been saved, and it was only when they received their newspapers this morning that they learned the terrible toll of fatalities.

Weeping Women at Company Office.

The White Star office was besieged by weeping women, several of whom had sons on board. Among these was Mrs. William Dulles, who left the office in a state of collapse, supported by her friends.

There is hardly a leading hotel in Paris at which relatives of some of the passengers are not staying, and these are waiting anxiously for any scrap of definite news.

It has been definitely established that Lady Duff-Gordon, who is known in Paris as "Lucile," the name which she uses in her business, and to which she conducts her dressmaking business, sailed on board the Titanic with her husband and a large party of friends. They appear on the official passenger list as Mr. Morgan and wife.

Hero's Death, if Lost.

"When you hear the real news, you'll hear that Archie Butt was a hero; that he refused to leave the lifeboats, and that he stayed behind like a man while the women and children were being carried off," was the assertion of one intimate friend at the White House today.

And this testimony inquired was as to Archie Butt. He had been known here as a newspaper correspondent many years before he went into the army, his connection at the White House, both with Roosevelt and Taft, brought him into the first anxious inquiry was as to Archie Butt. He had been known here as a newspaper correspondent many years before he went into the army, his connection at the White House, both with Roosevelt and Taft, brought him into the first anxious inquiry was as to Archie Butt.

Brave and Cheerful.

Carrying sunshine in his smiling face and cheering words, thoughtful and courteous to all with whom he came in contact, his demeanor was that of the old southern gentleman brought up to modern conditions, and to his relations with both Roosevelt and Taft he was frank and independent.

"You'll not stay with Roosevelt two weeks, you won't stay with either of them," he does and wants. But was told when first assigned to Col. Roosevelt as military aide.

MRS. GRACE'S CASE POSTPONED.

Charged With Attempting to Kill Her Husband.

ATLANTA, Ga., April 16.—The case against Mrs. Duxie Orie Grace was today again continued, when she appeared in court to answer a formal charge of shooting her husband, Eugene H. Grace, with intent to kill. It was set for next Tuesday.

CROSSES CHANNEL ALONE.

Miss Harriet Quimby, an American, Makes Trip in Airship.

BOULOGNE-SUR-MER, France, April 16.—Miss Harriet Quimby, an American airwoman, crossed the English channel from Dover this morning, landing at Hardebecq in the vicinity of this port.

Miss Quimby is the first woman to accomplish the feat of flying across the channel alone. Her flight occupied two hours. She learned to fly in France and holds a French air pilot's certificate.

Speaks on "Old Times Down South."

Rev. J. Henning Neils will speak on "Old Times Down South" at St. John's Parish Hall, Potomac and O Streets northwest, tomorrow evening, at 8 o'clock for the benefit of the Chapel of the Redeemer, at Glen Echo.

FATE OF MAJ. BUTT

ABSORBS WHITE HOUSE

Apprehension of His Loss Causes Universal Sorrow.

All thought of politics was forgotten at the White House today in the awful news of the sinking of the Titanic, coupled with the apparent loss of Maj. Archibald Butt. President Taft's fondness for "Archie Butt" was shared by every man at the White House, and when mention was made by any one of the probable fate of the popular army officer tears came to many eyes.

Archie Butt's lovable and sturdy qualities, his appreciation of the manliness in another, no matter what the station, and his ability to make himself at home in the highest social realms or under reverse conditions, endeared him to one and all alike.

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