

EXCITING FIGHT ON OLYMPIC

Row Over Game of Cards Results in Fight Aboard Ocean Liner. Loser Made Serious Charges.

NEW YORK.—Special.—It was an excited and garrulous throng of passengers that poured down the gangplank when the White Star liner Olympic arrived here Thursday, one day late.

They were still discussing an exciting battle which had taken place that occurred during three days out of Greenstown. It arose out of charges that one of the first cabin passengers was a professional gambler.

H. C. Alder, an American now residing in Paris, had been invited to play a game of cards with T. L. Curtis, an Oregon lumber dealer, and several of Curtis' friends. Alder lost considerable money and later, when Curtis refused to have said that Curtis, who had been the heaviest winner, was "out on the square" as a professional player.

This report reached Curtis and he started in search of Alder, whom he found in the saloon. "I don't like what you've been saying about me," Curtis said. Then he knocked Alder down.

Alder struggled to his feet, swung wildly at his assailant, and the men then clinched and were striving without success to land on his opponent.

The screams of the women passengers brought what is known as the Olympic as the strong-arm squad of stewards, whose duty it is to interfere in such impromptu encounters.

Alder and Curtis both seemed to resent the interference of the stewards, and each of them made common cause against the peace-makers. Before they were overcome by force of numbers several natty uniforms had been badly torn and damaged.

When he was released on promise that he would "be good" Curtis drew a roll of bills from his pocket and threw it over the side of the saloon.

"There's \$1,000 in that pile, and I'll bet it all that no one else on the ship will be so foolishly dishonest," he said dramatically.

No one took the bet. Alder afterwards admitted that he had no proof of the charge that Curtis had cheated.

Marc Klau, who returned on the Olympic said the fight between Alder and Curtis was a hot one—"from a dramatic viewpoint of gentlemen."

The vessel was delayed by losing a blade out of the steering board propeller the first day out.

REACH AGREEMENT IN CANAL BILL

Senate and House Agree to Tax American Ships Engaged in Foreign Trade Passing Through Panama Canal.

WASHINGTON, D. C., Special.—The Post prints the following: An agreement on the Panama Canal administration bill was reached by the conference committee of the House and Senate Wednesday, by which free passage is granted to American-owned ships engaged in foreign trade; foreign shipbuilding materials are admitted free of tariff to the United States; and the Interstate Commerce Commission is given power to break up any combination of competing rail and water lines which it finds are not for the public good.

Two of the six members of the conference committee, Senator Brandegee and Representative Frederick C. Stevens of Minnesota, declined to sign the report. Those who did attach their names to the agreement were Senators Brewster and Simmons and Representatives Adamson and Sims.

As perfected in the conference committee, the canal bill now provides in brief:

Free passage for American coastwise ships.

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their dilemma. Practically all regular army posts in the United States have received no pay since June. This extraordinary situation was caused by the delay in passing the general deficiency bill. The regular army appropriation had been exhausted in May, and the War Department was depending on the deficiency bill for more money.

July payments really are available under the resolution of July 1st, which extended the fiscal year appropriations for another month, but disbursement of that was held up in the paymaster's office with the expectation that congress soon would pass the regular bill.

BRAVE SOLDIER ANSWERS LAST CALL

Was Engineer and Designer of the Fortifications at Drewry's Bluff.

PETERSBURG, VA.—Special. Major Robert M. Sully, a Confederate veteran, who during the war served on the staff of General Johnston, died here Wednesday, aged 71 years. He was born in Virginia, and after the war was prominently identified with railroads in Virginia and North Carolina, died here Wednesday, aged 71 years. The funeral was conducted Friday.

Major Sully was born in Petersburg. He was educated at Hager School, Petersburg, Va. Before the War Between the States he went with Major Lewis Armstrong on a government survey of the military route from Independence, Mo., to Santa Fe, N. M. Returning to Virginia, he lived for a time at Alexandria. After the outbreak of the war he became a private in the Seventeenth Virginia Infantry.

He was engineer and designer of the fortifications at Drewry's Bluff and of Chapin's farm, and was in a dozen engagements, in all of which he served bravely. He was put in command of the mines after the battle of the Crater.

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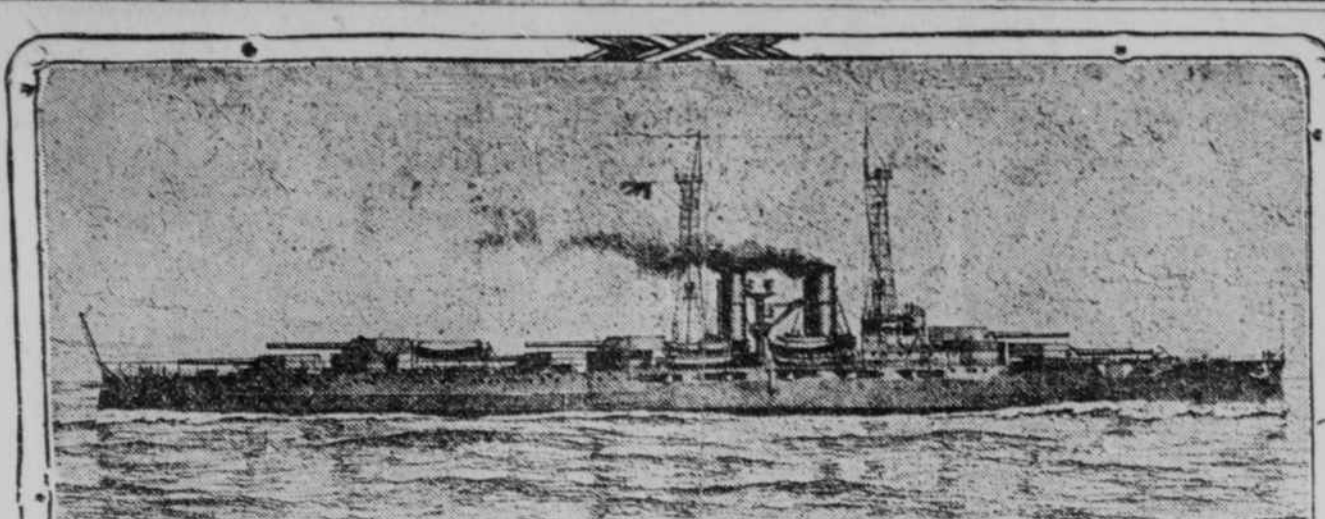
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WASHINGTON.—Special.—The 26,000 ton new battleship Wyoming will be the flagship of Rear Admiral Hugo Osterhaus at the big naval review in New York harbor on October 14 and 15, when more than 120 war craft of the United States Navy will pass in review before President Taft, Secretary of the Navy and other high dignitaries of Government officialdom. Besides the Wyoming, her sister ship, the new Arkansas and other high dignitaries of Government officialdom. Besides the Wyoming, her sister ship, the new Arkansas and other high dignitaries of Government officialdom. Besides the Wyoming, her sister ship, the new Arkansas and other high dignitaries of Government officialdom.

These two super-Dreadnaughts will make the display much more formidable than that of last November, when the Utah and Florida displayed honors as the pride of the navy. Twenty-one first-class battleships are included in the programme of the big river parade. The presence of the Atlantic reserve fleet will be another feature of the review. At the same time the Atlantic review is in progress the Pacific fleet will mobilize at San Francisco and the Asiatic fleet at Manila. There will be 183 American warships on review on both sides of the world. The event will eclipse anything in the way of a naval demonstration of the American naval strength that has ever taken place in the United States.

These men are giving their services gratis simply to assist Ambassador Herrick in the compilation of his ex-ambassadorial report to the State Department that in his work of investigating the co-operative credit systems of Europe he has the assistance of Mr. E. N. Breitung, of Marquette, Mich., and Mr. Breckinridge, of St. Louis, Mo., are now en route to Paris and will aid their services in the work of investigating this question. Mr. Breitung is interested in the ore business in the northwest, and considers that the co-operative credit system will work wonders in the development of the west, and which will be the basis of years have remained undeveloped. In his opinion, largely on account of the lack of cheap money.

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AMERICANS HERE TOO HOT FOR REBELS

INSURGENTS DRIVEN BACK IN ATTACK ON MANAGUA—ALL-NIGHT BOMBARDMENT.

MANAGUA, NICARAGUA.—Special. The insurgents, under the command of General Mena and Zeledon, resumed their attack on Managua at 3 o'clock yesterday morning, but after a desperate fight were repulsed.

This is the fourth day of the battle which is being waged about the Nicaraguan capital. The American sailors guarding the United States legation and the presidential palace, who, because of their marksmanship, had been specially selected from the American detachment stationed here to protect the lives and property of American citizens, directed a fire too hot for the attackers, and the rebels were driven back.

The insurgent movement of the city by the insurgents was continued all night. The President's palace was hit twice, and three shells narrowly missed striking the American legation.

One Case, Anyway. "Did you ever know a doctor take his own medicine?" retorted Silthiers. "Well, rather. Last time I crossed the Atlantic, Dr. Gidbey prescribed champagne as a cure for my seasickness, and whenever it was time for a dose he'd come around and join me."—Harper's Weekly.

There is some significance in Teddy's telling the rebels that he is going to have the tariff taken off of watermelons.—Staunton Leader.

Mr. Slomp is too experienced a mountaineer to know when a landslide is impending, and he is wise to stand under.—Danville Register.

A Frenchman invented the envelope in 1653. But the inventor of the postcard does not reveal his identity.—Harrisonburg News.

Eugene Chaffin has been notified that the prohibitionists have again determined to make him the goat.—Fredericksburg Star.

Roosevelt says it will take fifty years to carry out his program, but he is willing not to go to the White House between the acts.—Ledger-Dispatch.

If Danville citizens keep on disappearing it will take a sieve to locate that city.—Advance.

Congress should hurry up and adjourn. They are needing a lot of vest hands in the West.—Herald-Courier.

The kick of the Bull Moose has laid the Southern negro out on his back. The mule has never done.—Gordonsville Gazette.

Woodrow Wilson may not care to talk battleships, but he agrees he will take a few shots at the old Republican hawk.—Alexandria News.

A logical deduction—Wilson's first name is Thomas; Marshall's is Thomas; Thomas means "a twin"; and twins are proverbially lucky.—Hamilton (Va.) Enterprise.

The medical opinion that women read faster than men because the blood flows more freely in the posterior part of their brain may be a technical expression of why they read better.—The Boston Herald.

Lots of people are getting married and "settling down." We want our delinquent subscribers, whether married or single, to make a noise like settling up.—Eucena Vista Times.

A report comes from Washington that there is an organized movement to create the impression among negroes that Governor Wilson is unkindly to them. A report comes from Washington that there is an organized movement to create the impression among negroes that Governor Wilson is unkindly to them.

If this is all that his enemies can frame up against him the Democratic candidate may hold himself as very fortunate. This, however, is probably only the beginning of the trouble.

Representations. Let those of us who are interested sincerely in the advancement of the colored race hope that the crude caricatures credited to negro publications will be scornfully rejected as constituting a means of influencing their judgment. Governor Wilson is doubtless an average Democrat when it comes to what we uncharitably call the "race problem," but stands, with the South, willing to expend great sums for educational enlightenment and spiritual uplift, but unwilling to allow the ignorant and debased elements of the race to be educated, we draw the line, not on color, but on virtue. Roosevelt does not draw the line on color either, but on localities. The negroes of the Southern States are effective and is depended upon by Republicans for victories. He is, therefore, looked upon with favor as a man and brother, while the negroes of the South matter what his qualifications, is refused participation in political affairs in so far as Roosevelt can effectively refuse. In the Southern States there are many thousands of colored men fully qualified to vote; in the aggregate, many thousands more than are to be found in the Eastern and Northern States. Nevertheless the dictator of the more Progressive party puts the ban upon the one and confers his friendship upon the other. That is not the Democratic way. It is not the way of the South. It is not the way of the North. It is not the way of the West. It is not the way of the East. It is not the way of the Middle. It is not the way of the South. It is not