

ENGLISH PRESS RAP DELAY ON CENSORED NEWS

LONDON, Sept. 4, 4:52 a. m.—The Times in an editorial article this morning compares the prompt manner in which the German authorities treat the dispatches filed by Italian correspondents on the progress of war, with the delays, amounting from 24 to 48 hours, which the British censorship imposes on Dutch, Italian American newspaper correspondents in England.

As a result, so-called German news, the Times declares, got a long start throughout the world and over the United States.

"No time is to be lost if this regrettable and indeed dangerous situation is to be remedied," the Times says. "The war may last long and it may affect the very existence of the empire and the countries involved in it. It is not too much to ask that our government should spare neither pains nor money to insure that neutral countries, whose attitude may at critical moments be of vital importance, shall not be left without authentic and veracious information of the progress of the war and of the fortunes of the allied arms."

WAR EXODUS OUT OF PARIS BEGINS

GENEVA, Sept. 4, via Paris, 1:40 p. m.—The exodus from Paris to Switzerland has begun. A train service three times as frequent as under normal conditions is bringing quantities of refugees, mostly women and children, from the French capital. All the trains are overcrowded. There are some Americans among the refugees who are seeking to return home by way of Italy. A number of Belgians also are coming in from France.

Switzerland is perfectly quiet. The crops are good and there is plenty of food, and the good hotels in the cities are maintaining normal prices. Hundreds of Americans, now that the money question has been settled, have decided to remain in Switzerland until the war is over.

"SEA WOLF" FOUND DEAD; FOUL PLAY

VANCOUVER, B. C., Sept. 4.—The body of Captain Alexander McLean, known as the "Sea Wolf" was found today in a shallow reach of False Creek.

A broad mark was found across the forehead and one eye protruded. This led to a possible suspicion of foul play, and the police are wondering if McLean was struck over the head before falling into the water. Another theory is that in going aboard a small tug at the foot of Union street he lost his balance and fell into the creek.

McLean was well known as a coasting skipper and his name was remembered in every port from Alaska south to the Golden Gate. He was the central figure in Jack London's book "The Sea Wolf."

ITALY AT 1915 FAIR IN SPITE OF WAR

NEW YORK, Sept. 4.—Dow, Jones and company today published this item on their news tickers:

Rome—Premier Salandra gave out the following official statement: "The Italian government is firmly determined to maintain strictest neutrality; this corresponding with the feeling of the people, although deep-rooted sympathies are felt for England."

AUSTRIA HOOTS AT ANGLO-FRENCH FLEET

ROME, Sept. 4, via Paris, 1:47 p. m.—Dispatches received here from Vienna describe the ridicule with which Austrian naval circles are commenting on the Anglo-French fleet in the Adriatic. They declare that although this fleet is more than three times as powerful as that of Austria, it never yet has dared to attack or even invade the Austrian fleet.

Nature Battled to Prevent Opening Great Panama Canal

(By National Geographic Society.)
WASHINGTON, D. C., Sept. 4.—"The only reason ships were not using the Panama canal ten months ago when the locks were first ready is that nature was battling to thwart the purpose of man to put a shipway through the vitals of broad old Culebra mountain," writes William Joseph Showalter, magazine writer, who visited the canal zone many times during the progress of the work there, in a communication to the National Geographic society at Washington, D. C.

"Over 250 acres of ground lying outside of the intended banks of the canal, and containing over thirty million cubic yards of material, were swept by nature, with silent but terrific force, down into the canal," he writes. "Now this onslaught demoralized an entire railroad system; now it put the compressed air and water systems out of commission; now it bottled up one end of Culebra Cut with an avalanche of debris; now it imprisoned dirt trains and wrecked steam shovels. Consider what the removal of 30,000,000 cubic yards of material means. It is enough to build a sort of Chinese wall seven feet thick and seven feet high reaching from New York to San Francisco. It is more than could be drawn by all the horses and mules in the United States. It would fill a million and a half big Lidgerwood cars, enough to make a string 12,000 miles long.

"When you reflect that each yard of this sliding material rendered doubly difficult the getting out of three yards of other material, the true meaning of the slides begins to appear. There have been 170 trains going out of the cut one day at the south end, only to be stopped entirely the next day by a slide. Again, half a dozen tracks would suddenly be put out of commission. It is the greatest engineering wonder of the age that in spite of these difficulties 106,000,000 cubic yards of material were removed from the cut in less time than it was estimated 53,000,000 cubic yards could be removed. And this wonder grows when I look at the cost sheets and see that a cubic yard was removed for an average of 60.00 cents, when it was estimated that, unhindered by slides, the cost of removing a cubic yard would be 98 cents.

"Prior to 1910 the slides presented no serious obstacles. Up to that year the excavations on account of slides were only 7.87 per cent of the total excavations. During 1910 seven weeks were required to take care of the 14.83 per cent of all excavations which represented the slide debris taken out. In 1911 it required thirteen weeks to take out the material the slides brought into the cut, this material amounting to 26.30 per cent of the total excavations for the year. During the fiscal year of 1912, 34.5 per cent of the excavations were of slide material whose removal required eighteen weeks. Forty-six per cent of the total excavations in 1913 were slides, which accounts for twenty-four weeks' work. Last year, beginning July 1, 1913, saw only two months required for the final bottom to be reached in the cut, outside of the material brought in by the slides, so that at least forty-four weeks are chargeable against the slides. The more than six weeks remaining until the opening of the canal on August 15 were taken up with the removal of slide debris, more than two years and three months in all.

"One of the wonderful things about the building of the canal was how Colonel Goethals and Colonel Gaillard were able to drive down unit cost as the mercury in the difficulty thermometer sped upward. In 1908 it was estimated that the cost of removing a yard of spoil would be around 98 cents for the whole cut. In 1909 this was hammered down to 78 2-3 cents. With the slides more troublesome than ever in 1912, they forced the unit cost down to 54 1/2 cents. Then this there is no prouder showing in the history of business economy or of engineering."

BRITISH SUBMARINE SAVES AN AIRMAN

HARWICH, England, Sept. 4, 5:47 p. m.—A British submarine has brought in a German airman and his mechanic, who were floating on their fallen aeroplane, sixty miles off the coast. After rescuing them the submarine sank the aeroplane.

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