

TO SUBSCRIBERS.

All monies received for subscriptions will be acknowledged by changing the date stamped on the paper immediately after the name.

Should any subscriber notice that the date is not changed on the first, second or third paper after the money is sent, he should at once send a postal card to the Sun Office, stating when he sent the money and how it was sent, by registered letter, post office order or Express order—SUN PRINTING CO.

NOTICE.

\$1.00 per inch for ordinary transient advertising.
For Sale, Wanted, etc., four lines or less, 25 cents each insertion.
Special contracts made for time advertisements.
Sample copies cheerfully sent to any address on application.
The subscription rate is \$1.00 a year, but if 15 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

SUN PRINTING COMPANY,

ALFRED MARKHAM,
Manager.

NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., FEB. 23, 1906.

THE INTERCOLONIAL FIRE.

The destruction of a large part of the Intercolonial workshops at Moncton, with much valuable machinery, rolling stock and merchandise, is a serious misfortune. Besides the direct loss in property there is a considerable inconvenience, in the suspension of work, the shortage of cars, and general derangement of business at headquarters. While there may be some concern over the fact that many men are thrown out of employment, it is not likely that this trouble will last long. On the contrary, there will be need of a large additional force of mechanics and others to replace the buildings and machinery.

The bill for renewals will be a large one. During the two years ending with last June, some \$200,000 was expended on the workshops, though perhaps not all on the portion destroyed. The original shops built of wood will probably be replaced with brick structures more up to date. It may be possible to select a better site, though that will probably depend upon the relation which the shops to be constructed bear to those remaining intact. In any case the cost will probably run up into the hundreds of thousands. Possibly half a million will be required to make the loss good. As the replacement of burned property is not a capital charge, Mr. Emmerson will probably give up hope of effecting the deficit this year.

The minister is on the way to the spot and has sent word ahead that reconstruction must start at once. It may be that this loss will encourage the advocates of the alienation of the Intercolonial to renew their activities. They may spare themselves this effort. The destruction of a few work shops and cars will not stampede the people of Canada into a departure from a settled policy adopted at Confederation and maintained until now in the face of various agitations and varied financial experiences. Parliament will soon meet, and we shall be much surprised if it does not support the minister of railways in proceeding with all reasonable despatch to give the government railway an equipment at least as good as it was before the fire.

A LABOR VICTORY.

There are signs of a controversy over the question whether the Maitland election was a defeat for the government and a conservative victory. It is a fair statement of the case to say that the return of Mr. Verville is a government reverse and is not a conservative victory. Mr. Verville is not a conservative and was not nominated by that party. The federal opposition cannot claim to have won an election for which they did not venture to select a candidate. No doubt they gave the labor representative strong support, and are entitled to claim that they contributed to the victory won by the labor interest. That is the extent of their title to rejoice.

Nor will the liberals seriously say that the defeat of Mr. Grothe was a ministerial reverse. He was the government candidate, chosen by a party convention. His campaign was in charge of the member of the cabinet who succeeds Mr. Prefontaine as leader in the Montreal district. Two members of the administration labored day and night for the election of the man

who was defeated and the defeat of the candidate who was returned. Mr. Grothe had the support of the government press, and all the government influence which could be employed in the campaign was used in his behalf. Mr. Brodeur, who is a practical and reasonable minister, may explain his defeat, but he will cheerfully admit that he has been beaten.

The victory in this case is the labor party. That organization called the convention, selected the candidate, carried on the campaign, and was successful. If Mr. Verville received many conservative votes, he received them as a labor candidate, and he distinctly stated on many occasions that he was not contesting the riding in the conservative interest. So far as one can see, the member for Maitland was absolutely free from alliances with either political party, and is in a strictly independent position.

There is only one other labor representative in the house. This is Ralph Smith of Nanaimo, British Columbia. Mr. Smith was elected as a straight liberal both in 1900 and 1904. He was opposed in a three-cornered contest by a conservative and a socialist, but first and last declared himself a regular party man, and was supported by the regular party organization. Puttee, who sat in the last parliament as the representative for Winnipeg, was a liberal and also a representative of labor. In the election of 1904 both parties placed regular candidates in the field, and Mr. Puttee as a third candidate was badly beaten. As yet no labor candidate has been elected to the house of commons, but it is not impossible that one or other of the regular political parties.

THE CENTRAL RAILWAY OFFER.

As the provincial secretary has announced the receipt of an offer for the Central railway it may be assumed that he will not much longer withhold the information necessary to a full understanding of the proposition. It may be thought advisable to retain the railway in provincial control until more is known about the route of the Grand Trunk Pacific. What course should be taken would depend somewhat upon the character and purpose of the parties who made the proposition. If they are mere speculators looking after a rake-off great caution should be shown in dealing with them. The Central railway has already been sufficiently exploited by speculators, promoters and investors, who were not particularly successful. It is not necessary to say that it has been necessary for the province to take over the railway in order to secure its own advances to parties who after giving the strongest assurances proved to be irresponsible and unable to carry out their undertakings. The leader of the government and his railway advisers claim that the property is good value for the provincial investment. Whether that is so or not the railway has a value and it is now the duty of the legislature to make the most of the asset. Mr. Tweedie has given the public no reason to suppose that he is disposed to part with the railway without careful consideration, or without giving due notice of the nature of the transaction. But the interest in the railway is a complete information as to the proposition before the government will be welcome.

SUBURBAN RATES ON THE INTERCOLONIAL.

The Sun is indebted to the Moncton Transcript, which seems to have authentic sources of information, for the announcement made elsewhere concerning proposed changes in Intercolonial passenger rates. Any increase however reasonable will be disagreeable to those who have to pay them, but the advance in long distance fares will probably be generally accepted as fair, since the addition is not startling and the rate is said to be not higher than is paid on other lines. But if the Transcript is right in quoting one and a half cents per mile as the lowest future rate of suburban travel we may suppose that the minister of railways has not yet stamped this schedule with his final approval. Without considering whether the rate mentioned would be justified by consideration of revenue, and by the custom of other railways, we may, perhaps, assume that the minister will not without careful consideration cause such a violent increase to be made all at once. It seems to mean that the price of a three months ticket to Brookville would be doubled, that the rate to St. John would be multiplied by nearly three, and that the rate to three, and Hampton by more than four. Those who use commutation tickets for six months or the year round would find the increase relatively still greater. No one can dispute the fact that the suburban service on the Intercolonial city of St. John has been remarkably cheap and exceedingly good. Reasonable summer residents along the line would not complain of some addition to the price. Those who have been in the habit of making more than one round trip per day would admit the justice of paying for this privilege. But with the advantages offered hitherto, St. John people are locked by scores to points along the Kennebecasis. For several miles along this way the country is rapidly taking on the appearance of a continuous village. Probably the same is true of the neighborhood of other cities. There are great possibilities of golden eggs in this local travel if the goose which is to lay them is spared. Many if not most of these suburban people are families in moderate circumstances, who have to calculate their outlay rather carefully. If people of this class are driven back to the city, or prevented from establishing summer homes along the line of the Intercolonial, the railway may lose a business which yields some profit at present, and will bring in much more with a moderate increase in fares and a continuous growth of the summer settlements. As stated above, there is no doubt that such a moderate increase would not be considered a hardship, or prevented the growth of the schedule outlined would be likely to produce consternation. The suburban season is still a good way off, and there is no doubt that Mr. Emmerson

and his officers will have several consultations over the schedule before the time comes to give it effect. It is on full consideration of the whole case in its purely business aspect, they find that the proposed change ought to be made, and that nothing more to be said on the part of those of us who have asked that the railway be operated on business principles.

FORBIDDEN CITY
STRONGLY GUARDED

Precautionary Measures Taken at Peking—Police Armed With Rifles.

PEKING, Feb. 25.—The guards around the Forbidden City have been doubled since yesterday afternoon and the palaces and residences of high officials are especially guarded. The police, who have hitherto carried batons, are now armed with rifles. All the officials' houses as the result of his accident, has made an important announcement of the subject.

Hon. Mr. Fielding said the officials of the finance department have been closely following the inquiry that has just been brought to a conclusion in the States into the operations and methods of United States insurance companies. The reason the inquiries have been followed in Canada has been that this country might profit by the experience of the United States in the amendments which it is proposed to make to the insurance act of Canada at the coming session.

During the current year the inspection of Canadian insurance companies has been made by the inspector of insurance and his staff has been very rigid. The information which has been gathered might be sufficient to enable Mr. Fielding to prepare the insurance legislation which he regards as necessary. However, it is of the opinion that the recent widespread interest in insurance development makes it desirable that a general investigation of an open public character should precede the submission of insurance legislation to parliament, so that an opportunity may be afforded for an inquiry into any matter in which policy holders are interested.

It is not assumed that there are irregularities in connection with insurance in Canada. But it is thought that in view of the present state of the investigations in the United States the Canadian public would like to be assured that the insurance system of the dominion is sound. Any defects which have developed by the inquiry can be promptly remedied by legislation. Within a few days the commission

INQUIRY INTO CONDITIONS
OF CANADIAN INSURANCE

Officials of Finance Department Have Been Closely Following the Investigation in the United States—Experiments in Electric Smelting Successful.

(Special to the Sun.)

OTTAWA, Feb. 25.—There is going to be a government inquiry into the conditions of Canadian insurance. The minister of finance, who is still confined to his house as the result of his accident, has made an important announcement of the subject.

Hon. Mr. Fielding said the officials of the finance department have been closely following the inquiry that has just been brought to a conclusion in the States into the operations and methods of United States insurance companies. The reason the inquiries have been followed in Canada has been that this country might profit by the experience of the United States in the amendments which it is proposed to make to the insurance act of Canada at the coming session.

During the current year the inspection of Canadian insurance companies has been made by the inspector of insurance and his staff has been very rigid. The information which has been gathered might be sufficient to enable Mr. Fielding to prepare the insurance legislation which he regards as necessary. However, it is of the opinion that the recent widespread interest in insurance development makes it desirable that a general investigation of an open public character should precede the submission of insurance legislation to parliament, so that an opportunity may be afforded for an inquiry into any matter in which policy holders are interested.

It is not assumed that there are irregularities in connection with insurance in Canada. But it is thought that in view of the present state of the investigations in the United States the Canadian public would like to be assured that the insurance system of the dominion is sound. Any defects which have developed by the inquiry can be promptly remedied by legislation. Within a few days the commission

MAY RECONSIDER

HIS RESIGNATION.

Efforts to Retain Russian Minister of Commerce in the Cabinet.

ST. PETERSBURG, Feb. 25.—The efforts made to retain in the cabinet M. Timiriazef, the minister of commerce, today the following communication was received from a head of the Russian press, M. Timiriazef, at Count Witte's invitation, dined with the premier, and the two statesmen discussed for several hours the possibility of the withdrawal of the resignation. The outcome of the conference is unknown, as M. Timiriazef did not return to his residence until after midnight and therefore was unable to give any definite answer to the strong assurances of a change in the attitude of the government to induce him to withdraw the resignation and abandon the strong advantage point of a "defender of liberty" which he acquired by his opportune withdrawal. The recent developments in the interior and reports from governors that the time has come for discharging in many localities the more severe measures adopted to cope with the revolution on the other hand make it easier to arrive at an understanding, though in view of the exchange of personalities over the resignation, it is not likely that the appeal to him to reconsider his decision to retire was probably a bitter pill for Count Witte to swallow.

WORK OF A JEALOUS WOMAN

CHICAGO, Feb. 25.—Wm. F. Sears and his wife were found in the apartments at 413 Jackson Boulevard today. The gas had been turned on and all apertures stopped with rags. From the actions of Mrs. Sears during the last few days and from letters which were found in the room, the police believe that she turned on the gas while her husband was sleeping and then locked the door. Jealousy over the supposed infatuation of her husband for another woman is the cause ascribed for her act.

Sears and his wife came here from Boston last November.

SHIP OWNER DEAD

HALIFAX, N. S., Feb. 25.—Omond O'Brien, of Noel, Hants County, died on Saturday at his home here of a brief illness of pneumonia. He was 75 years of age, was a large ship owner, and is considered to be very wealthy.

AUCTION SALES.

At Chubb's corner Saturday, T. T. Lantulum sold the Birmingham property, situated at Spruce Lake, to J. W. Morrison for \$2500. Mr. Lantulum also offered for sale the C. E. Boly property, situated on King street, Carleton, and knocked it down to the bid of H. O. McInerney at \$1500.

F. L. Pott sold a lot of land on Spruce street to Capt. J. E. Porter at \$260.

WON A PRIZE.

The list of prize winners for the January instalment of the House of Revenge puzzle contest in Pearson's magazine contains the name of John Brayley, L. O. B. freight inspector, of 20 High street, St. John, as the 20th in the list. It is quite a noticeable fact that only one of the thirty prize winners is a Canadian. There were in all four thousand competitors, of which number ten per cent, were ministers and lawyers.

Provincial News

BLISSVILLE, Feb. 22.—The Blissville White Club was entertained by Mr. and Mrs. Groat Saturday evening.

A new font has been placed in St. Luke's church this week. It is the gift of Dr. Dundas, lately removed from here.

It has been many years since lumbering operations have been so brisk here as they have been this winter.

In common with the rest of the province this parish is suffering from the scarcity of teachers. Of the seven schools only three have teachers, those being Patterson, Miss Georgia Kirkpatrick; Blissville Corner, Jennie H. Smith; Central Blissville, Miss Brown. A large number of Rev. G. W. Foster's friends met at the parsonage Tuesday evening to enjoy an old fashioned pound party. A pleasant evening was spent in music and conversation. Refreshments were served by the ladies.

Mrs. Dr. Second and Mrs. Hart of Jacksonville, Car. Co., spent a few days visiting friends here.

A large number of the young people of Frederickton enjoyed a drive on Wednesday evening by taking one of Mr. and Mrs. D. W. Smith, where a very pleasant evening was spent in games, charades, speeches, etc. The return trip was made in the wee small hours.

JACKSONVILLE, N. B., Feb. 23.—Robert, son of William Hopkins, narrowly escaped death by being run over by a drag saw. His upper jaw is so terribly mangled that his teeth are crushed into the gums and it is impossible to have them extracted at present, which must be done before the jaw is properly set and little can be done to alleviate the child's sufferings yet.

Serious illness has entered the home of Harrison Rogers, his son Fay is laid low with pneumonia and other members of the family are ill. It is to be hoped under the skilful treatment of Dr. Grant that they may all be restored to health again.

Large crowds are flocking from all directions to attend the funeral of a young man here. While families are being converted to God. Never in the history of this place has there been anything like it.

One of the most impressive services ever held in the Methodist church took place last Sunday morning, when the pastor, Rev. J. C. Berrie, was ably assisted by Evangelist Walden.

Fred, son of B. Kilburn, of Kilburn, is, we are glad to hear, recovering from his recent severe accident. Mr. Brewer, who for a long time in delicate health, passed away on Monday. He was buried yesterday. Rev. Canon Neale of Woodstock, officiated.

Rev. A. T. Taylor is able to call on his friends, but is not sufficiently recovered to fill his preaching appointments yet, as it is only a few days since he left the hospital where he had an operation performed for appendicitis.

WOODSTOCK, N. B., Feb. 22.—Dr. W. D. Rankin arrived home on Wednesday to attend the funeral of his mother, the late Mrs. Francis Rankin. Today the following communication was received from a head of the Russian press, M. Timiriazef, at Count Witte's invitation, dined with the premier, and the two statesmen discussed for several hours the possibility of the withdrawal of the resignation. The outcome of the conference is unknown, as M. Timiriazef did not return to his residence until after midnight and therefore was unable to give any definite answer to the strong assurances of a change in the attitude of the government to induce him to withdraw the resignation and abandon the strong advantage point of a "defender of liberty" which he acquired by his opportune withdrawal. The recent developments in the interior and reports from governors that the time has come for discharging in many localities the more severe measures adopted to cope with the revolution on the other hand make it easier to arrive at an understanding, though in view of the exchange of personalities over the resignation, it is not likely that the appeal to him to reconsider his decision to retire was probably a bitter pill for Count Witte to swallow.

Dear Sir,—We the undersigned citizens of the Town of Woodstock, and of the County of Carleton, take the opportunity of expressing to you the strongest desire we entertain, that if it were not too much of a sacrifice on your part, you would take up your residence with us and resume your practice here. Trusting that you will not consider this too much of an interference with your private affairs.

Yours very sincerely,
Donald Munro, mayor; Arthur G. Bailey, warden; W. A. Hayward, sheriff; E. B. Munro, George H. Saunders, J. T. Allen, Dibley, A. Henderson, E. J. Clark, W. B. Belyea, J. Fred Dickenson, James A. Gibson, Hugh Hay, H. E. Burt, W. Duppa Smith, M. G. McLean, D. W. Newcombe, Merrill Jones, A. B. Gable, C. Allan Smith, George F. Smith, John Donnelly, J. M. Frapp, John Cogger, H. L. Grant, D. A. Grant, W. B. Nicholson, C. L. Smith, E. B. Munro, A. C. Burden, John Altherton, E. S. Kirkpatrick, W. W. Hay, D. W. Kyle, Owen Kelly, W. Gibson, T. V. Monahan, H. G. Noble, William Dibley, Wm. High, son, James Hamilton, William L. Lyle, Hugh Harrison, J. A. Lindsay, J. McAfee, William Balm, H. Paxton Baird, George E. Balm, John Loane, William Loane, C. D. Johnston, T. L. Power, H. Carroll, C. J. Taber, A. B. Gable, Archibald C. Callier, George W. Gibson, H. L. Ross, J. R. Brown, R. E. Holyoke, Robert Brown, E. W. Mair, T. C. L. Ketchum, H. A. Connell, John McCormack, J. B. Bates, Hubert Seely, W. S. Sutton, Alex. Dunbar, sen., A. Dunbar, Jr., Charles Appleby, John S. Leighton, Jr., E. K. Connell, John H. Watt, William Mulvaney, Andrew Dunbar, John Mulvaney.

IN VIEW of this numerous signed petition it is hoped that Dr. Rankin will resume his practice here.

FREDERICTON, N. B., Feb. 24.—Fred McGowan, lumber sawyer, has returned from the Nashua headwaters where he has been on a business trip. Mr. McGowan today said that there was about 2 1/2 feet of snow in the woods in that section and that the conditions generally for operating this season had been the best.

Most of the lumbermen have finished hauling off the yards to the brow already and those who have not will finish either tonight or early next week. On the Miramichi the lumbermen have finished up their hauling pretty well and those who have not got all through will get everything cleared up by the end of next week.

On Monday last Mr. McIntosh of Clearwater, sent in a crew of men at foot of some lake he wants to get cleared. The work will be rushed through quickly.

The total cut on the Nashua amounts to about 22,000,000 feet or about that was estimated early in the season.

AGED JEWELLER DEAD

HALIFAX, N. S., Feb. 25.—Robert H. Cogswell, who conducted a jewelry business in this city for upwards of forty years, died today after a week's illness. He was 69 years of age and is survived by his widow.

NEW PASSENGER
RATES ON I. C. R.

Statement of Advances to Take Effect March 1st.

Comparisons Made With Old Rates Based on Statements of Schedule

In Moncton Transcript.

(Moncton Transcript.)

The Transcript understands that the new passenger rates which will go into effect on the Intercolonial railway on March 1st are as follows:

From 1 mile to 200 miles, 3c. per mile; previously the 3c. rate was only up to 100 miles and from 101 miles upwards on a graduated scale.

From 201 to 300 miles the new rate will be 2 1/4 cents per mile.
From 301 to 400 miles 2 1/8 cents.
From 401 to 500 miles, 2 1/4 cents.
From 501 to 600 miles, 2 1/8 cents.
From 601 to 1,000 miles, 2 cents.
From commercial travellers the rate will be 2 1/4 cents instead of 2 cents, as now, and the 1,000 mile ticket is advanced from 2 cents to 2 1/4 cents per mile.

Scholar's tickets will remain as at present. Season tickets are abolished and the following substituted: Ten ride tickets at 2 cents per mile; 50 ride tickets at 1 1/4 cents per mile.

It is impossible to estimate what the increase of rates means to the Intercolonial. There is little doubt however, that although the rate is not advanced for strictly local business up to 100 miles, yet the increased revenue from distance travel will be appreciable from a revenue standpoint.

The rates are still lower than those on the Grand Trunk and Canadian Pacific in many respects.

One of the most interesting features of the new rate schedule, especially to St. John people who spend the summer in the country, is the substitution for the regular season tickets. At the present time the fare to Brookville, distance five miles from the city, is \$2.25 for a one-month ticket; \$4.50 for three months and \$7 for six months. Under the new schedule it will be as follows: Say \$8 round trips per month at 15 cents each, or \$3.90; for three months, \$11.70, and for six months, \$23.40, an increase for the latter time of \$1.65. The present rate to Torbay, distance six miles away, is \$3.90 for one month; \$7.80 for three months, and \$11.70 for six months. Under the new schedule it will be as follows: Say \$8 round trips per month at 15 cents each, or \$3.90; for three months, \$11.70, and for six months, \$23.40, an increase for the latter time of \$1.65.

The present rate to Renfrew, a distance of seven miles, is \$7.75 for one month and \$5.50 for three months. Under the new schedule it will be \$6.46 for one month, \$12.92 for three months, and \$19.38 for six months, an increase for three months of \$1.46.

The present rate to Riverview, a distance of eight miles, is \$8.40 for one month, \$12.60 for three months, and \$16.80 for six months. Under the new schedule it will be \$6.96 for one month, \$13.92 for three months, and \$20.88 for six months, an increase for three months of \$1.46.

The present rate to Hampton, twenty-two miles away, is \$14.50 for one month; \$21.75 for three months and \$28.40 for six months. Under the new schedule it will be \$11.70 for one month, \$35.14 for three months and \$46.86 for six months, an increase for three months of \$2.40.

The system on the C. P. R. to suburban stations is somewhat different. They issue commutation books, and nothing for a longer period than one month. Each book contains 50 coupons or passes for 23 round trips. The name of the purchaser is written on the cover and the book is good for one month from date of issue.

Muffled Voices (under the machine)—Say, Bill, back her up a little, will you? Bill—What's the matter?

Muffled Voices—My face is caught in the works.

COFFEE vs. COLLEGE.

Student Had to Give Up Coffee.

Some people are apparently immune to coffee poisoning—if you are not, Nature will tell you so in the ailments she sends as warnings. And when you get a warning, heed it or you get hurt, sure. A young college student writes from New York:

"I had been told frequently that coffee was injurious to me, and I had not heeded the warnings. When I was told, a warning, heed it or you get hurt, sure. A young college student writes from New York:

I. C. R. S.

Fire Started
and Cause

Known

MONCTON, N. B., Feb. 22.—More than two hours on Saturday night the greatest conflagration in the history of Moncton, and one of the most terrible fires ever known in the province, raged, the magnificent shops, the immense stock of goods, which gives employment to thousands of men, and on which the population depend for a living, were destroyed. The loss is approximately one million dollars, and the fire is still burning. The cause of the fire is still unknown. The fire started in the basement of the building, and the cause is still unknown. The fire started in the basement of the building, and the cause is still unknown.

ONE LIFE LOST.

One life is known to have been lost in the fire. The cause of the fire is still unknown. The fire started in the basement of the building, and the cause is still unknown. The fire started in the basement of the building, and the cause is still unknown.

GREAT LOSS TO MONCTON.

To outsiders the tremendous amount of goods that are stored in the shops are scarcely realized. The shops are the foundation of the city, and the loss is a great one. The fire started in the basement of the building, and the cause is still unknown.

HOW THE FIRE STARTED.

The fire, it is believed, started in the basement of the building. The cause of the fire is still unknown. The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.

The fire started in the basement of the building, and the cause is still unknown.