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BUILDING THE CITY
The address delivered by Mr. Henry Vivian, M. P., may persuade business men and property owners generally, as well as members of the Common Council and of the Board of Trade as such, to give more attention to the improvement of the city and to the direction and nature of its growth.

Much that Mr. Vivian had to say is emphasized by Mr. Frederick C. Howe in Scribner's Magazine in an article on "City Building in Germany." No cities in the modern world compare with those that Germany has built in the last twenty years, Mr. Howe says, Germany is building her cities as Bismarck perfected the army before Sedan and Sedan. They are the work of experts. A short time ago it was found that forty-nine per cent of the German people were living in towns, while the percentage living in cities of more than 100,000 had increased fifty per cent in ten years.

Mr. Howe points out that the problems of transportation, light, power, heat, and water, are all fundamental to city life, and are the life blood of the community; and he notes that these services, in the United States, are left in the hands of stockbrokers and other private interests. Yet, these services control the area, the density of population, the homes, the health, the morals, and even the industrial life of the community. So German cities in a great many instances own these undertakings, and make them serve the people. The German city owns or controls the land, and therefore controls the manner in which the city is allowed to grow. In instances the case of Dusseldorf. In anticipation of the certain growth of that city, its boundaries were enlarged and much suburban land was annexed. Having taken in some of the surrounding country the city was in a position to plan its own development. Even the prevailing winds were studied, and factories were only permitted in certain prescribed areas, so that as a rule smoke and the odors due to manufacturing would be carried away from the more populous districts. Streets, boulevards, parks, open spaces, and sites for public buildings and school houses, are laid out in advance of the city's growth. At city hall may be seen maps of portions of the surrounding country that is still being used as pasture, yet on the maps are indicated streets, parks, and building sites.

All this prevents haphazard growth. It prevents cheap and narrow streets, bad buildings, and undue speculation; the squalid and miserable tenement are not allowed to get a start. "Health, beauty, and comfort stand higher than do the rights of the land speculator." Yet, as Mr. Howe explains, the city, by growing in this way and by exercising all this control of events, does not injure the land owner, but really protects him, because as the land is properly improved and the buildings are of a good class, the streets wide, and lighting and sanitary conditions excellent, all property tends to increase rapidly in value. "The city advances the cost for the entire development at a low rate of interest and carries the cost as a lien until the land has been built upon. Then the frontage cost, together with the interest charges, is assessed against the lot owner who pays at a time when it is most convenient for him to do so. By such comprehensive development great economies are effected in construction, in the carrying charges, as well as in the

subsequent repair and reconstruction work of the city."
Dusseldorf owns the river bank for three or four miles above the city. A little while ago much of this was unused marsh land. The city reclaimed it, and architects laid out a broad esplanade and park way. The whole work makes the river fit for pleasure as well as for traffic. In Germany, Mr. Howe says, beauty is not ignored as it is in America. "Business is made to adjust itself to art, pleasure, recreation, and use by the whole community."
The harbor proper in Dusseldorf is more than a mile in length. It is divided into great basins for various kinds of freight. There is one for coal, another for lumber, another for grain, another for petroleum, another for general merchandise. There is no confusion and no dirt. "But industry involves workmen, and workmen must have homes; and, if they are to be efficient, there must be good homes. So the city, which owns its tram lines, has extended them into the suburbs. It will carry working men by fast and cheap suburban services into the surrounding villages where land and rent are cheap."
In concluding a highly interesting article, Mr. Howe says:

The motive of all this beauty, harmony, business enterprise, and foresight is so obvious to the German that he cannot comprehend why it should be questioned. "Why does a merchant erect a fine store-room or build himself a mansion?" he asks. The German city thinks as an individual thinks about his business and his home. A finished city attracts people. It brings manufactures and business. People choose a beautiful city as a place of residence. Visitors make pilgrimages to it. Well-educated children make better citizens, better artisans. The street railways, gas works, docks, and other enterprises pay their way. They even make money. But more than this, they are a necessary part of the city, and of course they should be owned by it. If it be suggested that all this is socialistic, the German business man shrugs his shoulders and says: "It may be, but it is good business." It is much better than good business; it is good statesmanship. A people take on the color of their city as a chameleon takes on the color of its habitat. People are in a large measure what the city makes them. This is obvious to the stranger. If any one doubts the psychological influence of city environment, he need only spend a few days in the dirt-begrimed cities of the Elberfeld-Barmen-Essen district, the centre of the great industrial region of Germany, and then visit the clean, thoroughly artistic "Garden City" of Dusseldorf, but an hour's journey away, to be convinced that all this pays. It pays not only in the current coin of commerce, but in the refinement, the cheerfulness, the happiness, and the outlook on life of the poorest citizen.

TAXATION
Mayor Frink's experiment in asking business men and capitalists for their opinion as to the reluctance of local people to invest money in St. John industries and the hesitancy of wealthy people to live here, and as to the advisability of exempting municipal bonds, elicited some very interesting opinions.

It is noteworthy that a majority of those who answered the Mayor's question appear to favor a radical revision of the system of taxation. The need for such a revision has long been recognized; indeed, a few years ago, a taxation commission undertook the framing of a new plan. Its report was in the nature of a compromise, and was somewhat too complicated to be readily grasped, particularly by the aldermen of that day; so, after numerous committee meetings at which little real progress was made, most of the proposals were allowed to drop.

The failure of that effort at reform did not by any means indicate that there was not a general conviction favoring a considerable change in the present method of raising money for civic purposes. Probably the plan of the commission might have been adopted had it been much more radical than it was. There was too much of the spirit of compromise in it. The new scheme was too much like the old. The present scheme of taxation and assessment is one of the obstacles in the path of civic growth, comfort, and contentment, and it may be hoped that in the near future another serious and well directed effort will be made to give St. John a modern and equitable system. The inequity and uncertainty of the existing method cause discontent and uneasiness, and tend to obstruct development. To tax improvements as an old-fashioned, as-to-income. To tax rental values is to distribute the burden equally. Even under that plan, if it is to work out well, the business of ascertaining the values must be followed out with courage and intelligence.

ELECTION RUMORS
During the last week or two unconfirmed reports from several quarters have represented Premier Hazen as contemplating an early appeal to the people. One of the late reports in this connection is that Hon. Mr. Grimmer, who has been in England, is shortening his visit because his presence at home is necessary to assist Mr. Hazen in making final preparations for taking the awful plunge.

When one asks what it is particularly that is supposed to be sending Mr. Hazen to the country, one seeks in vain for an answer; although, to be sure, it is suggested by some that he intends "to go to the people on the Valley Railroad." As there is no Valley Railroad, and as all Mr. Hazen has done thus far is to have a survey made, the results of which are not yet known to the public, it would seem that to appeal to the people on the Valley Railroad would merely amount to asking for another term in office in order that the government might have time to carry out some of the promises made while its members were in opposition or soon after they came into power.

with the Valley Railroad—by which one must suppose the Hazen-Gould scheme is meant, in this instance—has been of a political nature, inasmuch as several routes, or several variations of one route, have been surveyed, as if to give the impression to many people in many places that each one of them is going to have a railroad of some sort brought to his door. In a word, if Mr. Hazen at the present time were to appeal to the country as one about to construct a railroad down the valley, he would merely be going to the country on another set of promises.

And that would be perilous. For when Mr. Hazen and his lieutenants came into power in 1908 they did so because a majority of the people were persuaded that the many promises made at that time would be carried out to a reasonable degree. If one looks back over the Hazen platform now, and compares the long list of pledges with what has been actually accomplished, it must be clear that in the light of so grave a default Mr. Hazen would be in danger were he to ask the people to trust him again, and were to offer another platform of promises in lieu of deeds.

If there should be any truth in the report that the local government is about to bring on the elections the reason undoubtedly would be that the Premier and his backers fear that things will become worse rather than better, and that the chances might be better now than after a fighting session during which the manifold weaknesses of the government could be brought home to them for the enlightenment of the electorate.

Mr. Hazen will probably be guided somewhat by the approach of a Federal election. He might well think that if the Laurier government were to go to the country next year and be sustained by an overwhelming majority, as undoubtedly would be the case when the Federal elections do come, the backwash of that Federal victory would not do him a great deal of good in New Brunswick. Neither would it. Mr. Hazen and his friends have not forgotten the Federal elections of October, 1908, when the Liberals carried all the New Brunswick seats with two exceptions.

It is Mr. Hazen's privilege to choose his own time for going to the country. It is for the opposition to make early and careful preparations, in order not to be caught unawares, and in order to be able to marshal the full fighting force of the Liberal party when the struggle does come. With proper organization, begun in time, and carried forward consistently and intelligently, the Liberals of New Brunswick should be able to give Mr. Hazen a very pretty beating whenever he names the day.

"MODERN CONVENIENCES"
Some exceedingly sharp criticism on certain aspects of the civilization of today appears in the current Atlantic Monthly, under the title "The Commuter and the Modern Conveniences." American conditions draw the heaviest of the writer's fire, but much that he says is of wider application. He speaks of the changed conditions today, when to live is to have two houses—a country house for the summer, a city house for the winter—and the conditions away yonder in the days of farms and homes and old-fashioned winters. Things were prepared for, made something of, and enjoyed in those days—the "quiltings," the "raisings," the Thanksgivings.

"Things are different now-a-days," he says. "There are as many grandfathers, I suppose, as ever, but they don't make brooms in the winter and live on farms. They live in flats. The old farm with its wide acres has become a city street; the generous old farm house has become a button, a tube, five rooms, bath—all the modern conveniences; the cow has evaporated into convenient cans of condensed milk; the ten-barrel box of potatoes has changed into a convenient ten-pound bag; the wood-pile into a convenient five-cent bundle of blocks tied up with a tarred string; the fire place into a convenient moss and flame painted gas log; the seven children into one, or none, or into a convenient Boston bull-terrier pup."

Certainly the little dog is a great convenience, as he is a great negation when he takes the place of the one child or the seven children. But life, the writer goes on to say, is largely an inconvenience.

"That is the meaning of an infant's first strangling wail. He is protesting against the inconvenience of breathing. Breathing is an inconvenience; sleeping is an inconvenience; eating is an inconvenience; praying is an inconvenience; but they are part and parcel of life, and nothing has been done yet to relieve the situation, except in the item of prayer. From the several other inconveniences not mentioned above, that round out life (death excepted), we have found ways of escape—by borrowing, renting, hiring, avoiding, denying, until living, which is the sum of all inconveniences, has been reduced to its minimum."

fresh air, food, a clear conscience and work to do."
The modern tendency of being thankful for our negations, for the things we escape, the things we are relieved of, he sums up in the prayer:
"O Lord, we thank Thee that we have all the modern conveniences, from cucumbers at Christmas to a Celestial Cresset. Heaven is such a nice, fit, convenient place for our unborn children. God is their home. The angels can take such gentle care of them. Besides, they are not so in the way there; and if need be we have the charity children and other people's children; or we have the darling little sweet-faced Boston bull-terrier pup."

HOUSING THE WORKMEN
Montreal is awakening to the fact that she is about to have a very definite problem of overcrowding on her hands. With her population increasing at the rate of 40,000 a year, the question of housing is becoming pressing and insistent. Earl Grey, speaking at a meeting of the Civic Improvement League in that city, said that Garden City were a business proposition and in the days to come would rank among gilt edge securities. No movement of this nature can have permanent value if it is not a good business proposition. It must be removed from the taint of charity. It cannot be viewed primarily as a means of uplifting the poor, or the improving of one class in the community by another. No permanent movement of this nature can have upon it the stigma of class service. It is an investment for the future. The power to bring the future so strongly before the mind that the present action is controlled by it has gone hand in hand with our civilization. In expending capital for distant returns, as in bridges, harbors, docks, railways, we see this control exercised as a matter of course. That it should show itself in other forms is to be expected.

We do not half believe in the future of the city. We build, and in a few years tear down the outgrown structure and build again. Thus every city is built many times. There is today no limitation at all to the growth of a city as there was in the past. For the first time in the history of the race the social instinct and the gregarious instinct of the masses may freely assert themselves. In the long past the difficulty of obtaining an adequate water supply prepared the way for great concentrations, made fifth inevitable, and resulted in a frightful death-rate, which greatly retarded the natural growth of the city. Now, food, water-supply, fuel and building material can be obtained to any extent. The railways and triple-expansion marine engine, taking the place of the caravan of camels and the little coasting vessel, have made it possible to supply the wants of any number of people gathered at one point. There are no limitations to growth today. Even our large cities today are yet "in the gristle" like our bonused industries.

But the tendency to over-crowding has been inevitable. It is said that if the whole area of Greater New York were as thickly populated as the lower East Side it would contain the entire population of the United States in 1900 plus almost the whole population of Canada. There is no city but reports a desperate lack of housing. From every side rises the cry of the worker: "Where can we find decent housing within the bounds of our wage?" Driven by lack of quarters to the slums, many against their will add another family to the rabbit-warrens of the tenements, crowding them almost beyond the limit of endurance. But the slum is very elastic. There is always room for one more. Britain and the United States have tried for a long time the experiment of raising an imperial race in slums and rookeries. Of 11,000 men offering to enlist in the army at Manchester, only 1,000 were accepted. With the fear of German invasion always before her eyes, statesmen view with ever increasing alarm the shambling hooligan in the streets. A remedy is needed, and that speedily. Believing that environment may be closely connected with efficiency they are striving to better the houses in which men live and die.

And according to the very highest authority environment is decisive of results. The seed whether it fell by the way side, or on stony places, or among thorns, or into good ground, was all the same kind of seed. The wide difference of results, varying from the highest success to the uttermost failures, were due wholly to difference of environment. The European workman is housed today in many places on land worth from \$20,000 to \$80,000 an acre. Only by utilizing every foot, and by crowding human beings into every available inch of space, can tenements be made to pay upon such property. Cities should offer every facility to laborers to build outside the business or manufacturing section. Use costly land for business, and hold the cheap land for dwellings. But this does not mean that the land for dwellings is to be held in perpetuity by landowners who can exact tribute from the laborers who build and from their descendants forever.

RAISING CIVIC FUNDS
The taxation committee of the Board of Trade has rendered a public service by directing attention anew to the need for a better system of civic taxation. As the committee points out, there is now in St. John widespread confidence in the future of the community and strong belief that growth during the next few years will be rapid. The common view is that our system of taxation has been an obstacle to progress in the past, and therefore there should be a general desire to have the system modernized.

Some years ago, when a commission was appointed to report on taxation, the result, as the board of trade members now point out, was an amendment of the old act "without removing its objectionable features or altering its principle." The taxation committee of the Board of Trade thinks that it would be useless to urge the Common Council to take action in the matter at present, but suggests that the

Board of Trade make an effort, by holding public meetings, or by other means, to arouse among the taxpayers generally, interest in the subject of civic taxation, and so create a popular demand for an improved assessment act.
This is an excellent suggestion. True, it will not command so much attention as would some scheme purporting to tell citizens how to get rich quick, but, nevertheless, it should be possible to find a fair number of solid business men who would recognize the need of, and work for, taxation-reform. A first step necessary would seem to be to get away from the compromise system which is the basis of the present act. It would be well to obtain detailed information as to the course taken in Vancouver and other cities where single tax, or the rental value system, is in use, and learn what results have followed the adoption of such systems. It would be easier to convert public opinion to the adoption of a somewhat radical change than to command approval for any mere additional tinkering with the present act. One need go no further than the annual list of tax bills in order to find overwhelming evidence of the injustices perpetuated by the present system.

AN AWFUL EXAMPLE
When they have an election in Quebec they have fireworks—also firebrands. As an awful example of the sort of speeches that have been made by Conservative orators in the Drummond-Arthabaska campaign, we take the following from the report in Le Soleil of Quebec:
"The navy is a conspiracy of the English to drown Canadians. Laurier has consented, after having betrayed us as regards our language, to man all the ships of war which we will have with French-Canadians. This will take 50,000 to 60,000 men, all fathers of families or young men on the point of so becoming, who will have to go to Japan, China or Oceania, under the command of English officers, who, wishing to make our race disappear, will see to it that these ships go to the bottom of the sea. Laurier has sold us to the English in return for the honors he has received, and in twenty-five years there will be no French-Canadians left."

While Sir Wilfrid Laurier is thus held up in Quebec as one who would sacrifice French-Canadians to the Empire, even to the extent of wiping out the race, in other portions of the Dominion he is assailed by Conservatives as one who desires to disrupt the Empire by refusing to join in any reasonable plan for its common defence by the various countries composing it. But violence defeats itself. The extremists, whether they be found in the Conservative camp or in that of Mr. Bourassa, are unable even by such extraordinary outbursts as that quoted above, to lessen in any degree the prestige of the greatest prime minister Canada ever had.

NOTE AND COMMENT
The announcement that Joseph Chamberlain is to be seen in the British House of Commons again at the coming session is both welcome and unexpected. If Mr. Chamberlain should really be able to take up public work again his party and the country generally would gain greatly by his re-appearance.

Some very chaste and dignified campaign talk is marking the struggle in New York state. Thus one rural journal there speaks of a local candidate as "an unfumigated polecat." The candidate's report to this mild chiding has not yet been made known, but it should be worth chronicling if he can only rise to the occasion.

The Canadian Gazette, London, chronicles the fact that the number of British immigrants coming to Canada during the six months ended September 30 last was 80,151, and it says:
"Whatever a comment these figures supply upon the recent English agitation against the Canadian immigration regulations. Far from closing her doors Canada has left them open wide enough to let this phenomenal number through."

For the six months in question the British immigration exceeded by 2,000 the immigration from the United States.

Hon. George E. Foster keeps insisting that he can "come back." It is a melancholy fact that the late Mr. James J. Jeffries made similar war-music previous to a certain historic encounter at Reno. After that, silence, broken sometimes by certain shrill revivings from those who had backed the wrong animal. It would not do to suggest this parallel too strongly, but the wisdo' mo' of Mr. Foster's announcements will be better realized after he has again faced his constituents, and has fought out his fight with the party leaders on his own side of the House. There are still some long Tory knives out for him among Mr. Borden's lieutenants.

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FAMOUS GEMS OF PROSE
THE SECRET MYTHS
By Robert G. Ingersoll

WE read the pagans' sacred books with profit and delight. With myth and fable we are ever charmed, and find a pleasure in the endless repetition of the beautiful, poetic and dreams, and efforts stained with tears, of great and tender souls who tried to pierce the mystery of life and death, to answer the eternal questions of the whence and whither, and vainly sought to make with bits of shattered glass a mirror that would in very truth reflect the face and form of nature's perfect self.
These myths were born of hopes and fears and tears and smiles, and they were touched and colored by all there is of joy and grief between the rosy dawn of birth and death's sad night. They clothed even the stars with passion, and gave to gods the virtues, faults and frailties of the sons of men. In them the winds and waves were music, and all the lakes and streams and springs—the mountains, woods and perfumed dells were haunted by a thousand fairy forms.
They thrilled the veins of spring with tremulous desire; made tawny summer's billowed breast the throne and home of love; filled autumn's arms with sun-kissed grapes and gathered sheaves; and pictured winter as a weak old king who felt, like Lear, upon his withered face, Cordelia's tears.
These myths, though false, are beautiful, and have for many ages and in countless ways enriched the heart and kindled thought. But if the world were taught that all these things are true and all inspired of God, and that eternal punishment will be the lot of him who dares deny, or doubt, the sweetest myth of all the fable-world would lose its beauty and become a scorned and hateful thing to every brave and thoughtful man.

BRITISH TARIFF EXPERIENCE.
If British statesmen and political economists had not exposed the fallacy of the protectionists that the tariff has a favorable influence on wages of labor there might be some excuse for repeating the blunder in the newspaper press and on the stump in Pennsylvania at this late day. During the great controversy over the corn laws the Tories loudly asserted that the abolition of the protective system would cause English shipping to rot in the docks, flood the English markets with the products of the pauper labor of Continental Europe and reduce English workmen to beggary. How all this was belied forms a great chapter in the world's economic history. Richard Cobden, John Bright, Daniel O'Connell, John Stuart Mill and their associates succeeded in conquering the receptive British mind of the absurdity of the pretense of promoting the welfare of workmen by imposing import taxes on their bread and other necessities of life. As a consequence the corn laws, with the whole protective tariff outfit, were swept away.

After this lapse of time, with its accumulated facts and experience, it is hard to resist the opinion that tariff sophistries and humbugs are repeated for no better purpose than to serve party ends and minister to greed by imposing upon ignorance and credulity. It has been seen that wages are higher in free trade England and the cost of necessities of living lower than in any of the protectionist countries of the Continent. The same is true of Holland and Belgium, whose tariffs are nearly upon a free trade basis. It is seen that in this country wages are lower in the protected industries than in industries that owe nothing to the tariff but its exactions. It is seen, too, that

under different conditions wages vary much in the same country in the same question if the tariff had the influence upon wages that is assigned to it.
Yet in face of all the evidence that the protective tariff is an arrant impostor, its votaries keep repeating for God's truth the economic creed of British Tory landlords, that has been long since exploded. Like Hood's Othaitan, they chew over the stale food of the English protectionists of the middle of the last century as if it consisted of the choicest morsels. At the same time they appear to be afflicted with a strange obliquity of mental vision in presence of the mighty storm of revolution that is sweeping over the land from Maine to California.—Philadelphia Record.

IMPERIAL MOTHER.
Imperial Mother, from whose breasts
We drank as babes the pride whereby
We question 'em thin own eyes,
And judge thee with no finching eye,
Oh slow to hear when thou dost call,
Oh vext with a divided will,
When once a rival seeks thy fall,
We are thy sons and daughters still.
The love that halts, the faith that veils,
Are then deep sunk as in the Sea,
The Sea, where all must brook no peers,
And have with none thy sovereignty,
—William Watson, in the London Times.

LAKE LAURIER.
Will that great new lake, supposed to be as large as Lake Superior, which has been discovered by government surveys in the Canadian northwest, be named Lake Laurier?—Boston Globe.

Uncle Walt
The Poet Philosopher
Some bards their harpstrings deftly strike, and sing of roses and the like; of coral isles and starlit seas and birds whose plumage glids the breeze, but when I sing at close of day, my song is A BALE OF HAY. O wondrous bale, that takes me back across the years on dreamy track to sunny fields where strong men wrought—the fields that idlers never sought. With wringing raiment on their backs they shaped their windrows and their stacks; I see and hear it all again, the cheery voices of the men, the thirsty with uptilted jugs, the horses straining in their tugs, the mower's clanking, raucous roar, the glad march home when day was o'er. And when the hay was cured and bright, and aptly named the mule's delight, they fed it to the press and made the bale for which my harp is played. Each handful of this fragrant hay suggests a long, long summer day of honest, wise productive toil of wrestling with the parent soil. No dreamers made this bulky bale; no trifling men or poets pale; no loafers placed the wire around, no lily fingers raked the ground, but men of might were there that day, and wrought to build the bale of hay. And so with lifting roundly do I embalm the bale of hay.
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