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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's Independent newspapers. These newspapers advocate British connection

honesty in public life Measures for the material progress and moral advancement of our great Dominion

No graft! No deals! 'The Thistle, Shamrock, Rose entwined, The Maple Leaf forever.'

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., OCTOBER 12, 1910

WHAT WE DO

When you begin to talk tariff, keep the following facts before you concerning the occupations of Canadians as shown by the last census:

The four largest occupations in Canada employ the following numbers: agriculture, 716,937; manufacturing, 389,873; domestic, 277,785; transportation, 234,236.

Besides these the professional class numbered 94,639, mining employed 36,908, the fisheries gave work to 25,054, the forest and lumber industry employed 17,113, and a miscellany of occupations engaged 4,413.

The census showed those employed under two heads, "with wages" and "without wages." The latter represent 1,796,928—1,558,180 males and 238,748 females—including all who are employed in domestic or other duties without stated pay.

Those "with wages" numbered 814,030—661,485 being men and 152,545 women. The occupations are divided again into producing and non-producing classes. The former include agriculture, fisheries, forestry and lumbering, manufacturing, trades, and transportation and miscellaneous, along with military men and students, are classed as non-producers, because, while they labor, their service yields no article for sale in the market.

Agriculture still is, and long must be, the greatest interest. The voice of the farmer must be strong when we come to discuss the tariff. The farmer does not believe overmuch in "fostering infant industries" when those industries are too lusty for the infant class or inclined to become too influential in politics.

We need a tariff for revenue, but beyond that the tariff maker will be told that they must regard the good of the many rather than the pockets of the few, and that the prices of everyday necessities must not be subject to manipulation, or maintained at an abnormal level because protection sustains the force of competition.

Look at Maine. The Montreal Herald reads in the Republican upset in the Pine Tree state a lesson for both Canada and the United States. It says:

In Maine, what upset the Republicans was an intensive study of the tariff, which brought out that silk was taxed 33 per cent., while woollens, the clothing of the people, were taxed 135 per cent.; that champagne got off for 66 per cent., while wearing apparel had to bear 92 per cent.; that deer hats were let off with 47 per cent., while cheap hats were taxed 77 per cent.

LOOKING BACKWARD--AND FORWARD

A contemporary declares earnestly that the city engineer must not be held responsible because a second pair of overalls has been discovered in the concrete on the Loch Lomond extension. There is much to be said for that view. The city engineer protested against bringing the pipe through the infusorial earth of the "dry lake," too, it is recalled, but the people insisted upon having their way, and they cannot (says our contemporary)

now expect him to shoulder the blame. Well, he is not shouldering it. Not he. But, putting aside the overalls and the leak of '54 for a moment, could it be too much to ask the city engineer to let the humbled taxpayers know, in advance, next time he intends to shut off the water? This is, of course, a painful subject; but while it is under discussion it may be well to recall that in Main Street we paid for concrete and received grout, while in the "dry lake" region we paid for concrete and got at least two pairs of overalls, a lawsuit, and a long job for the repair force.

Of course it would be merely gratuitous to say that if the 38-inch concrete conduit had been well built in the first place, we should have had no trouble with the water supply. Even though 800 feet of iron pipe would carry the water around the "dry lake" if that plan were found necessary. But it is, of course, too late to do anything this year. Had the condition of the water system been taken up seriously a year and a half ago there would be neither risk nor complaint today. Mr. Murdoch did not build or superintend the Loch Lomond extension, but on the other hand it was not yesterday that the whole system, including the repairs to the concrete pipe, was placed in his hands. And this is October, 1910. The aldermen were convinced eighteen months ago that the concrete pipe must be repaired, if not replaced in spots. But they must not be held responsible. They have been busy.

OUR 256 MILES OF NEW RAILWAY

The Telegraph sent a member of its staff over the New Brunswick section of the National Transcontinental Railway in September, and thanks to the courtesy of Mr. Foss, who has had charge of the construction of this section, and indeed who has directed the work practically from the time of the first survey, this journal is able today to print the first of a short series of articles giving an account of the new road and the country which it traverses.

It may be hoped that those who are interested in this matter, and who read the article, will give careful attention to the map which appears on page nine of this issue; for the map is most instructive, showing as it does the interior route which the road follows, the river route which was surveyed but which was not adopted, and showing also, in the Tobique region the present line of the railway across the summit between the Miramichi and the Tobique—where the so-called "pusher" grade is—and the long loop which would have been necessary to have avoided this grade and to have obtained a four-tenths grade all the way across the summit in question.

As is explained fully in the news article, the choice of the straight cut across at this point was purely an engineering choice, and was dictated by the soundest considerations. Throughout New Brunswick, indeed from the Rockies to Moncton, there is no grade greater than twenty-one feet in the mile with the exception of the twelve miles in the Tobique region referred to, and there the grade rises only to fifty-seven feet in the mile. There are many such grades on other railways, but nothing is thought about them because they have not been made the subject of partisan political debate as has been the case in regard to the Transcontinental. This grade involves no loss of time or interruption of traffic; the line adopted is cheaper by something like two millions of dollars than would have been the longer loop, and it saves seventeen miles of distance, without counting the smaller cost of maintaining and operating the shorter line.

The new railway will develop a broad belt of territory extending from Moncton through the heart of the province to the Quebec line, much of which territory must have remained in a comparatively wild state for many years to come but for the adoption of the interior route. The country which the new railway traverses is very beautiful and picturesque, and its resources in timber and pulpwood, in coal and peat, and in settlement land, are very great. The manner in which the railroad is constructed will long be a matter for admiration once the public becomes acquainted with it by actual observation. The work is of that solid and permanent character which must appeal favorably to everyone who sees it. As a piece of engineering it will strike all unprejudiced men as calculated to reflect very great credit upon those who planned and constructed it.

It must be clear that New Brunswick will receive in the very near future a great deal of benefit from the opening up of this line, from the standpoint both of through traffic and of local development. For a hundred miles from Moncton the road is already complete, and might be operated this fall. Over the remainder of the New Brunswick section the rails are laid and the road is ready with the exception of a gap of some six miles in the Tobique country. It is certain that the whole 256 miles will be ready for the trains by next Autumn; but the first hundred miles, that is to say, from Moncton to McEwen's, should not be allowed to lie idle, and indeed there is no reason why trains should not be running from Moncton to Plaster Rock on the Tobique next Spring.

There is needed, of course, a line direct from Chipman to St. John, as a short cut for traffic seeking tide-water, but until that is built the I. C. R. from Moncton to St. John, over which the new railway has running rights, will be utilized. In any case St. John is the nearest Winter Atlantic port for the business of the new railway. The company has already acquired a terminal site at the head of Courtenay Bay, and now that the New Brunswick section of the line is practically complete the benefits which the province and the city are to derive from the new Transcontinental may be said to be within our grasp.

AN AWFUL EXAMPLE

People in the Maritime Provinces will be at once amazed and amazed by an article on "Reciprocity With Canada" written by Mr. Henry M. Whitney, of Boston, for the Atlantic Monthly. Mr. Whitney were insane, his views on this question would not matter, but he is a hard-headed and influential American business man who has, hitherto at least, been credited with considerable political influence. It may be said of Mr. Whitney's reciprocity views that unless Mr. Taft and his advisers presently show that they are much wiser than Mr. Whitney, there will be absolutely no progress in reciprocity negotiations this year—or next.

Here is a specimen paragraph from Mr. Whitney's article: "I am well aware that there would be many difficult questions to settle before the countries could unite on the basis of friendly and unrestricted trade relations. The fact that is thought by many Canadians to stand absolutely in the way is the preference on certain manufactured articles given by Canada to England. It could hardly be expected that the United States would grant England this preference over the trade of other friendly nations, but, if the United States tariffs were to be substantially reduced on goods of English manufacture, this great opportunity of trade with one hundred millions of people would go very far toward compensating England for some small losses of her trade with seven millions of people."

It is, to be sure, very decent of Mr. Whitney to undertake to arrange little matters of this sort offhand, but if he really believes that Canada will consider the abolition of the British preference for the sake of making progress in the good graces of the United States, commercially or otherwise, he is less sane than Canadians have been accustomed to think him.

But there is worse to come. When he begins to look ahead he falls into a spreading vein of prophecy which used to be familiar in this country, but which today causes laughter instead of the irritation to which it formerly gave rise. Mr. Whitney says:

"What might ultimately be the political effect of the establishment of friendly trade and social relations between the United States and Canada is a problem that had best be left to work itself out in the years to come. It is quite possible, indeed I think quite likely, considering the number of questions of domestic and foreign policy which might arise under such a condition, that the two nations would in the end become politically one; but that would be a long way in the future, if it ever came to pass at all."

Continuing, the eager gentleman calmly transfers all the through trade from Canadian ports to those of the United States; and on this point it may be well to follow his delusions in detail. He says:

"New York, Boston and Portland are the natural ports for the foreign trade of Canada. St. John and Halifax are twice as far from Montreal as New York or Boston or Portland. The Canada Atlantic ports are not to be mentioned in combination with American Atlantic ports for passenger business. Our steamers are larger and social conditions quite for very much to think travelers under existing circumstances, what Canadian going abroad or coming from abroad would not prefer landing in New York or Boston, or Portland to disembarking in Halifax or St. John? And with the increasing size of the Atlantic liners and growing attractions of our cities, the advantage will increase rather than diminish."

He goes on to say that the elevators and steamers of the C. P. R. and the Grand Trunk Pacific should find their "home port" in New York, or Boston, or Portland, and he offers the opinion that under a reciprocity arrangement the Canadian government would be friendly instead of hostile to the use of American ports for Canadian business.

Mr. Henry Whitney is merely talking in his sleep. He has not learned the lesson of the events of the last twenty years. Mr. Taft appears to have learned it, although he shall know more about that presently when he begins to talk business at Ottawa. If Mr. Taft and his advisers do not thoroughly realize that such talk as that of Mr. Whitney is thoroughly wild and foolish, all prospects of making a liberal trade arrangement between the two countries will vanish the moment it becomes clear that the American view is still clouded by the old idea that Canada should in some sense become and remain a dependency of the United States. Canada already has one great Transcontinental railway stretching across its territory from ocean to ocean, and two more great railways of equal length almost completed. Ocean and lake ports are being equipped to handle in the most modern way the incoming and outgoing freight carried by these railways. The movement of the traffic is east and west, and not north and south. The chance that the United States ports would handle the bulk of Canadian business, and the chance that New England would do our manufacturing for us, disappeared together years ago when the United States declined to grant to Canada the reciprocity which it was then seeking. Canada has studiously fought for and won its commercial independence, and every year during the last fifteen or twenty has more clearly established that independence. All our transportation development in recent years has been in line with the policy of Sir Wilfrid Laurier that Canadian freight must be kept in Canadian channels. That question is settled, and settled right.

Mr. Whitney's article will attract a great deal of attention in this country, but in every province his views will be instantly repudiated as those of one who is singularly ignorant of conditions and of sentiment in Canada, or who deliberately shuts his eyes to knowledge because he has some purpose of his own to serve by seeming not to know how far the hands of the clock have moved. "In all probability Mr. Taft and those who will have to do with the coming reciprocity negotiations will repudiate Mr. Whitney and all his works quite as heartily as Canadians will. If not, so much the worse for the negotiations. If standing pat be the game, we can much better afford to do it than our neighbors can under present conditions.

A MODERN FORM OF ROBBERY

The commercial conscience is beginning to require a little stronger legislative medicine. There are all sorts of robbers, but in Canada and in the United States the public is called upon to deal more particularly with the robber who prefers to operate under the protection of the law and who contrives to have the law arranged so that he may take toll without danger of a term in prison.

There have just been exposed in Montreal the underlying facts in connection with two proposed mergers, the completion of either of which would saddle the taxpayers of the Canadian metropolis with a most serious burden. St. John has had some experience in these matters, and it may be well to give attention to the Montreal case because of our knowledge that the like would be done here in a smaller way—and, indeed, has been done here in a smaller way—and that in these matters eternal vigilance is necessary. Montreal, then, has been facing two proposed consolidations, one the merger of the Montreal Light, Heat and Power Company with the Montreal Street Railway Company, and the other the amalgamation of the Canadian Light and Power Company with the Street Railway Company. The Montreal Herald recently published two tables analyzing the capitalization of the companies involved and showing the enormous quantity of water which it is proposed to inject by means of the consolidations. Under the Power-Street merger the original par value of the stocks (\$31,228,000) will be increased to \$71,968,000, the "water" thus injected in the shape of capital without corresponding advantage, standing at \$40,640,000. Under the Canadian Power-Street merger the original capital at par value, \$24,426,000, representing a cash investment of \$17,626,000, will be raised to \$47,426,000, showing \$29,800,000 of "water."

Monstrous as these figures are the Herald believes that they do not disclose the full amount of the fictitious stock these companies are already carrying and will carry if the mergers should be permitted. The Herald goes on to explain what this stock watering would mean for Montreal.

"On this forty millions of shadow capital Montreal will be expected to pay handsome dividends to the men who hold this stock, their heirs, administrators and assigns while grass grows and water flows. The extraordinary thing is that at this time of day and with all the light that has been poured on similar high financial methods in the cities of the United States a huge stock juggle of the kind, so succinctly revealed in cold figures, should continue to be prosecuted. Quebec, too, has a public utilities commission, but there appears to be considerable doubt as to the power of the city council to require an investigation into the prices presently charged for electric light and power, and even as to the scope of the commission's jurisdiction. The section of the Revised Statutes of Quebec bearing on the question provides that every amalgamation shall be subject to the consent of the commission and shall have no effect until the order authorizing it is published in the official gazette. What measures of protection this very general provision affords will no doubt be tested, but the Montreal situation again brings into strong relief the absolute necessity of endorsing public service commissions with the amplest possible powers of control in connection with the capitalization and stock manipulation of franchise-holding corporations."

For a long time to come one of the leading public questions in Canada will be the relation of the public with the public utility corporations to which the legislative franchise has been given. In New Brunswick matters are already bad enough, but in order that they shall not become intolerable it will be necessary to create a public utility commission with ample authority to deal with such questions in the public interest. We have a commission, but thus far the public has had no taste of its quality. In all probability the commission's usefulness or lack of it, will have been demonstrated before the next session of the legislature. If it be clear that its powers are not ample, or that its members have not a sufficiently strong idea of public rights, there will be during the next session at Fredericton a very strong public demand for remedial legislation. The party in New Brunswick which lends itself to arbitrary and oppressive methods by any public utility company is going to become exceedingly unpopular. Holders of the stocks of public utility companies will be narrowly watched in future if they chance to be members of city or provincial governments.

"THE CHEAPENING OF RELIGION" Mr. James O. Fagan, in the current number of the Atlantic Monthly, discusses this subject under the above heading. He says, among other things, that the term religion is shorn today of the most part of its original significance. It is now at the service of anybody who is able to bring into popular notice any plausible proposition in social or industrial betterment work. The churches themselves, and more particularly what are known as the liberal churches, have thrown the word into the literary scrap heap, have invited all manner of well-meaning people, or made, and associations of well-meaning people, to use the word as they think fit, and to attach it to all manner of ethical, scientific or socialistic systems by means of which future races may be more thoroughly washed, fed, housed, measured and enlightened. "This today," he says, "is the exact status of the word religion, which at one time was the exclusive property and word-embellishment of spiritually-minded people."

There is no doubt but it is getting more difficult from day to day to indicate the place of religion in modern life. There are so many kinds of voices that the multiplicity and variety produce confusion in every department. Prophets on one hand tell us that the new era will be ushered in when we have abundance of corn and wine and oil—the wages of the craftsman;

and on the other, that when the hand of oppression is lifted or when labor throws off the yoke of capital the era of spiritual uplift and vision will be with us. It is just possible that in the confusion of tongues we are getting away from the prophet who continually insisted upon the basic principle of personal character and redemption and while he could at will multiply food, personal comfort and the things which it is customary to associate with content, yet he always insisted upon the opposite of these as essential for blessedness.

Instead of a simple and passionate emphasis on eternal truth the modern minister is urged by promoters to adopt all sorts of practical devices for reclaiming the modern man. That the minister is disposed to take this advice seriously is seen in the Presbyterian Synod last week criticizing certain legislation of the Nova Scotia government. No matter how good his intention the average pastor has neither the inclination, training nor opportunity to become a specialist on legislation. The religious programme is about all he can reasonably be expected to attend to. He will have to specialize in his own department if he is going to hold the thinking man today. It is not more laws we need or more schemes for social betterment; but just plain, every day, decent citizens. To produce men of that type includes social justice and betterment of every description. The primal cause of most of our evils is in evil men. The social system fails because of the failure of the individual man in it. Change him and the evils will be removed. The primal and final concern of the Christian minister is human character.

The prescriptions for improvement are many and radical, and much nervous discussion is indulged in regarding the future. In the religious weeklies are apologetic, and defensive statements in which we are told that man cannot afford to dispense with the fear and faith that have guided the civilization of the centuries. Religion is in no danger, and many of the proposed remedies for present conditions are quite too external, fumbling and practical. They do not make a sufficiently tonic and spiritual appeal. They do not feed man's spirit with the sincere milk of truth.

At the C. P. R. annual meeting in Montreal on Oct. 5 the president discussed the proposed enlarged steamship service in the following terms, which are the more interesting now that the Atlantic mail contract with the C. P. R. has been renewed:

"There has been a very striking expansion in the passenger traffic between this continent and Europe through Canadian ports since your two steamships, the Empress of Britain and the Empress of Ireland, were put into service, and the time has now arrived when steamships of greater size and speed should be provided for the route in the interest of Canadian ports, the country generally, and the rail transportation lines. While there has not been the same increase of traffic on the Pacific Ocean, there has been a steady growth, and your steamship lines have secured at least a proper share. While your Pacific Ocean boats are still in excellent condition, they are now too small for the trade, and should be replaced. Plans for meeting this situation on both oceans are now receiving attention, and your directors expect that within the next few weeks they will be able to complete an arrangement."

The Panama canal, according to Mr. Roosevelt, will be completed by January 1, 1915, and many believe it will be finished six months earlier. After speaking of the effect of the canal upon the commerce of the United States, the London Times says:

"Even more important will be its influence on the three trunk railways, which will soon be draining into Western Canadian ports. The natural products of the Pacific Coast of North America must largely travel by the Panama route to the English market, and return freights should be low. British manufacturers should therefore strengthen their position in the expanding markets of the West."

THE RACE

(Dedicated to the memory of the victims of the modern mania for speed, who died as the result of accidents occurring during the Vanderbilt Cup race, 1910.)

The Speed God sat in his blood red car At the feet of his master, Death. He hurled his glove at a falling star, And he laughed with a drunken breath. "Behold, my master, the spoils," he said, And he pointed a careless hand To the spot where the last poor mangled corpse spilled its last life blood in the sand.

For here were seven young, careless souls, Brim-full of the joy of Life— Seven pairs of hands that wrought, and toiled, is the Speed God's deadly strife— Seven clear young brains whose lightning thought the flying car wheels led; And seven men who were known, and watched, and loved, and who now are dead.

A thousand times their daring hearts had mocked the Speed God's wrath, And a thousand times they had raced with Death, and swept him from their path. But they were young, and Death is old, and the old may watch and wait, For he must move with halting hand who would throw the dice with Fate.

No hero's wreath may mark their tomb, For their lives were sacrificed, Not to the love of a land, or a maid, but to the love of a price. And what is the taste of the glory gained? What price may restore the dead, Or straighten the torn and twisted limbs, or return the soul which has fled?

So the Speed God sits in his blood red car, At the feet of his master, Death; And he throws his glove at a falling star While he laughs with a drunken breath. "Behold, my master, the spoils," he cries, and flings a careless hand To the spot where the last poor mangled corpse spills its last life blood in the sand.

After washing windows or mirrors, dampen a cloth with alcohol and rub them vigorously, if you would have a brilliant polish.

Evening wraps made of bright-colored fabric are best lined with black satin, and in some cases velvet.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of J. C. Ayer & Co. In Use For Over Thirty Years CASTORIA. THE CENTAUR COMPANY, N.Y. CITY.

FAMOUS GEMS OF PROSE REPLY TO RANDOLPH By Henry Clay

In a debate in the U. S. house of representatives in 1824 on an improvement bill, Mr. Clay spoke, as given below, in response to some taunting remark by John Randolph of Roanoke (Virginia).

SIR, I am growing old. I have had some little measure of experience in public life, and the result of that experience has brought me to this conclusion, that when business, of whatever nature, is to be transacted in a deliberative assembly, or in private life, courtesy, forbearance and moderation are best calculated to bring it to a successful conclusion. Sir, my age admonishes me to abstain from involving myself in personal difficulties; would to God that I could say I am also restrained by higher motives. I certainly never sought any collision with the gentleman from Virginia. My situation at this time is peculiar, if it be nothing else, and might, I should think, dissuade, at least, a generous heart from any wish to draw me into circumstances of personal altercation. I have experienced this magnanimity from some quarters of the house. But I regret that from others it appears to have no such consideration. The gentleman from Virginia was pleased to say that in one point at least he coincided with me—in an humble estimate of my grammatical and philological acquirements. I know my deficiencies. I was born to no proud patrimonial estate; from my father I inherited only infancy, ignorance and indigence. I feel my defects; but so far as my situation in early life is concerned I may, without presumption, say they are more my misfortune than my fault. But, however, I regret my want of ability to furnish to the gentleman a better specimen of powers of verbal criticism, I will venture to say, it is not greater than the disappointment of this committee as to the strength of his argument.

PHYLIS AT THE CUSTOM HOUSE

(John M. Woods, in Munsey's.) She vowed she'd nothing to declare, Although some forty trunks were there, And all were filled with objects rare.

The customs men pried open her trunks, As solemn as a tribe of monks, And things came out in solid chunks. Tiaras, necklaces, and crowns; Some half a dozen Paris gowns, In lovely pinks, and blues, and browns;

Furs of all kinds, from seals to cats; Three solid hamper filled with hats, All held in place by wooden slats. She'd stockings by the dozen—silk, And open-work, and of that ilk, As delicate and white as milk.

And gloves—of gloves I sadly fear She had enough for thirty year—I know they covered half the pier.

And laces—my, what lace they found! 'Twas hardly half of it unbound Before it covered all around.

And lingerie—well, I don't know Just what she had, but this is so: The pier seemed full of drifted snow!

And so it went, still more and more, Those trunks revealed a wondrous store Of lovely objects by the score.

And she, as cool as she could be, Sat there and smiled so prettily At the inspectors and at me—

Uncle Walt The Poet Philosopher I am living in the stable with the horses and the cow, and my heart is full of sorrow and of hay; and I cannot hold communion with my loved and loving frau, for she's busy canning peaches every day. O, she's busy canning peaches, you can hear her frenzied screeches, as she seals and puts the clammy thing away. I am living on bologna and the cheaper grades of slaw, and I patronize the hydrant when I'm dry; I am full of chaff and thistles, for I slumber in the straw, and I often wake the horses when I cry. For my wife is canning peaches, but experience it teaches that her mind will be recovered by and by. O my wife is canning peaches and the house is full of steam, and the neighbor women also do the same; you can hear them in their kitchens, you can hear them prance and scream, and their peaches are not worth a tinker's blame. Still the wives are canning peaches with a zeal that over-reaches, and their husbands are disgusted with the game. It is sad that lovely woman should go batty every year when the frost is on the pumpkin and the plow; it is sad to hear her raging with her top-knot on her ear, and the juice of moldy peaches on her brow. Once a year she's canning peaches, while her husband sits and preaches in the stable, to the horses and the cow! Copyright, 1910 by George Matthew Adams. WALT MASON.

NO MORE RE To Quit at Republic Storm a Con Large Number tured and King Ma Family La at Gibraltar Back to Li Lisbon, Oct. 9. tions are the re spects of public atts are being made by Two hundred and gathered at the ma sent out of the who have been un the convents and returned to their Sebastian Neto, e among the eccles bishop of Beja hater. The proviso Alfonso Costa, s the "solution of the gregations is not ment only needs to of religious settle illegal. The discol trouble and the will follow in due Last evening the of attacks upon the the assault against the Raza's govern rounded by shouting trolled the streets rifle shots were he to ascertain from came. Sailors gun entered the electe It is believed, how passages connect those who were reg Manuel Sends y Gibraltar, Oct. 6 family of Portu today and are aw error at governm the harbor with and will be turne ment. The people of G warm welcome. In at St. Mary's wu sive was crowded, gregated outside. queen mother dr government carrii their suite, the g of the port, attending the ch route cheer edn and queen bowed smilingly. At the entrance nor Chimoza rece ed them to seat far from the bea which were recen to the murdered crown prince. On the church the m cheered again. The King Manuel said who kissed his ha While the other the Dowager Quee drove to governm party had lunch Archibald Hunter, and strong police outside the house, and furniture hav the yacht. Appa placed on board. tion for a possib QUEENS-SU HAVE CAVA The latest ad strength of New zation of a cavali tions of Queens and The idea was co McLean, M. P. Queensbury in and he will assum upon. A name has the officers at k now who will o the regiment. THAT L Often G Frustr