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Portugal Is In The Throes Of a Violent Revolution

Bombardment of Lisbon Has Commenced--King Manuel, a Prisoner in His Palace, is Resisting the Revolutionists--British Warships Dispatched to the Scene--Revolutionists are Well Organized and Feeling is Intense.

London, Oct. 5.—The admiralty today received a brief wireless message confirming the news of a revolution in Lisbon but giving even fewer details than the press despatches of last night.

Upon the receipt of this message orders were sent to Gibraltar for the despatch immediately of two cruisers to watch British interests in the troubled country.

The cruiser Newcastle, which had just reached Gibraltar en route from China, proceeded today for Lisbon, and was followed by the cruiser Minerva. Beyond the wireless message received by the Admiralty, the foreign office has no word of the revolution.

Paris, Oct. 5.—An official communication issued today says:

"It is confirmed by information, private but certain, that an imperial revolution has broken out in Lisbon, that bombardment of the city has commenced and that on Tuesday night King Manuel was still in the royal palace, resisting the revolutionists."

Gibraltar, Oct. 5.—The British cruisers Newcastle and Minerva sailed from here today, steaming at full speed for Lisbon.

PORTUGAL ISOLATED.

Paris, Oct. 5.—Portugal, since yesterday, has been isolated from the rest of the world and circuitous reports declare that the country is in the throes of a violent revolution.

All of the Portuguese Navy and a part of the army are reported to have deserted the monarch and to have cast in the lots with the revolutionists. The Portuguese warships shell the royal palace, while land forces after desperate fighting in the streets dragged down the royal standard and raised the banner of the republic.

King Manuel is said to be a prisoner in the palace.

Although a revolution, peaceful or accomplished with violence, was not unexpected, it is generally believed, but the immediate cause was the assassination in the capital of Prof. Bombarda, the republican deputy and chief of the Liberal league, by a lieutenant in the army. So intense was the feeling against the throne that the incident comparatively trivial in its manner, sufficed to start the outbreak.

Portugal, following the example of Spain, has been imbued in recent years with a strong anti-clerical sentiment and the government included a revision of the religious orders.

BANQUET POSTPONED.

President Elect Fonseca of Brazil, recently arrived at Lisbon and last night a grand banquet was to have been given him by King Manuel. Accordingly the Brazilian statesman must have been a witness, it is believed, of scenes similar to those in 1889 in Brazil, when the Portuguese empire was overthrown. Evidence of the activity of those who aimed at the throne have been found frequently of late. On September 20th the police raided a bomb factory and arrested ten persons. This action is said to have followed the discovery of a widespread anti-monarchical plot, with ramifications throughout the kingdom.

El Imparcial, an official organ, at that time declared the government was prepared to mercilessly crush a revolution.

Paris, Oct. 5.—It was stated at the Brazilian legation here today that King Manuel had taken refuge on the Brazilian battleship Sao Paulo.

MANY ARRESTS MADE.

Paris, Oct. 5.—Following the discovery of the bomb factories, there have been arrests made daily among medical students who were members of a secret revolutionary society with branches in the medical school and the University of Coimbra. The government's action against the clericals also complicated the situation. Following the expulsion of the Jesuits from the monastery Alcoa Ponte, many Spanish priests known as marimnos, who had settled in various parts of the country, established convents and monasteries, were ordered out of the kingdom and their establishments closed by the authority of the law of 1902, which permitted the establishment of religious orders only for charitable and educational purposes. The Portuguese unrest which had gradually increased since the discovery of plots to overthrow the monarchy and set up a military dictatorship or a republic, was aggravated by serious strikes among the cork cutters and cooper. More than 2,000 men stopped work at Barreiro and rioting followed. The strikers seized railroad trains and burned thousands of bales of cork.

CAUSE OF THE TROUBLE.

Municipal guards and regiments of infantry and cavalry were dispatched to Barreiro and a collision between the strikers and the soldiers ensued. Fifty strikers were injured. The grie-

vance of the cork cutters was the exportation of foreign ready-made barrels. The government recognized that the strikers discontinued the exportation of uncut cork and placed prohibitive duties upon foreign barrels imported. This caused diplomatic protests on the part of Great Britain and the United States, to which countries uncut cork had been exported and from France and Germany, where merchants had bought enormous quantities of wine in Portugal, which could not be exported because of a lack of barrels.

The republican movement, which found inspiration in the assassination of King Carlos and the Crown Prince Luis Philippe on Feb. 1, 1908, grew in strength steadily and the elections of last August added materially to the republican membership in the chamber, where the republican quota had been trebled during the last three years. In districts where the republicans failed to carry the elections their vote showed a marked increase.

When the new Cortes assembled the government saw the danger of the liberal cabinet being overthrown and on September 16th, parliament was adjourned until December 1st, in order to keep absolute power in the hands of the cabinet and tide over a troublesome period but more particularly because the government realized that its majority was too small to withstand an attack from the coalition forces.

APPREHENSION IN ROME.

Rome, Oct. 5.—Grave apprehension is felt here over the news from Portugal. Private reports are to the effect that the royal family has been imprisoned and a republic proclaimed.

Interest here is intense, especially as the Queen Dowager Maria Pia of Portugal is an aunt of the Italian King, while the Vatican is anxious over the religious situation and the possible effect it may have in Spain.

Madrid, Oct. 5.—There have been no communication between Madrid and the Portuguese capital since Tuesday morning. The only news of the revolution came by wireless from Santander. It is believed here that the revolutionists have cut the telegraph wires with the intention to restore them only when they are prepared to announce to the world that a republic has been proclaimed.

MISS MADGE B. YORE TO BE BRIDE OF MR. F. D. MILLAR



Mr. and Mrs. John Yore, of West Thirty-fourth Street, Bayonne, have announced the engagement of their daughter, Miss Madge Beatrice Yore, to Mr. Frank D. Millar, of London, Canada. The date for the wedding has not yet been decided upon.

ENDOWMENT FOR CATHEDRAL

Every Parish in Diocese to Assist in Its Support

Collections Will Also be Taken in Aid of King's College--Business Before Anglican Synod Today.

St. John, N. B., Oct. 5.—(Special)—The Church of England Synod at this morning's session decided in the future all the parishes of the diocese should be assessed in the support of Christchurch Cathedral at Fredericton. This is merely carrying out the Bishop's suggestion that a ten thousand endowment fund be raised for the benefit of the Cathedral. It was also decided that hereafter collections be taken up in all the parishes in the diocese once each year for the support of King's College.

St. John, Oct. 5.—The delegates to the Church of England Synod, who are meeting in Trinity church, had another busy day of it yesterday and excellent progress was made. Business sessions were held during the morning and afternoon and in the evening a missionary meeting took place at which there were two very interesting addresses by Ven. Archdeacon Pentreath, of Vancouver, B. C., and Miss Loretta Shaw, a returned missionary from Japan. The meeting was presided over by His Lordship Bishop Richardson, and nearly five hundred, including a representative body of clergymen, were present.

The business transacted at the afternoon session was chiefly of a routine nature. At the outset of the meeting those present were addressed by Rev. R. A. Hiltz, the field secretary for the Dominion.

The members of the Sunday School committee of the General Synod reported to the Synod, and a general discussion followed. The report of the executive committee was taken up section by section and adopted.

The report of the board of education was adopted. The report of Mr. Hibbard, the head of the Rothesay Collegiate School, was read and adopted. Mr. Hibbard reported that with a few more scholars in attendance the school would become self-supporting. The prospects for the coming year, he considered, were bright.

A lengthy discussion followed the question of having the expenses in connection with the printing of the Synod journal cut down. The chief superintendent of education, Hon. J. P. Burchill and the majority of the Synod were in favor of having the full reports of the ministers published.

LOS ANGELES STRIKE STILL ON

The Agitation to Call it Off Has Not Borne Fruit

Delegates to State Convention Adopt Strong Resolution on the Subject.

Los Angeles, Oct. 5.—Since the Times disaster the possibility of declaring the two strikes off has been agitated and one of the local newspapers, which has been friendly to the union cause has advocated such action. But the delegates to the state convention, evidently are not affected by the movement as the following motion was adopted:

"The convention declares its sense that the strike continue until real industrial freedom—freedom for work ingmen and women to have a voice in determining the conditions of their labor—be established in Los Angeles and we guarantee to the strikers every ounce of moral and financial support that they may need."

Los Angeles Oct. 5.—Not only will the local strike of the metal trades and brewery workers continue but the state federation of labor has guaranteed moral and financial assistance to the strikers according to a resolution adopted by the state convention.

STREET IMPROVEMENTS AT WINTER PORT

St. John, N. B., Oct. 5.—(Special)—It was decided at a special meeting this morning to carry out the Boulevard idea in connection with the improvements on Main Street, between Princess and Queen Streets.

Carts have been out today hauling water to sections of the city where the supply has been cut off. This will be continued until repairs of the mains are completed.

P. Y. P. U. WILL MEET AT ST. JOHN NEXT YEAR

Moncton, N. B., Oct. 5.—(Special)—The Baptist Young Peoples' Union closed its convention here last evening. B. H. Dunfield of St. John was elected president and it was decided to meet next year in Waterloo Street Baptist Church, St. John.

THIRTY-SIX PERSONS DEAD IN ILLINOIS TRAIN WRECK

Cars on Electric Tramway Crash in Head on Collision and Thirty-Six People Were Injured--Both Were Running at Terrific Speed When Accident Occurred.

Stanton, Ills., Oct. 5.—Thirty-six persons dead and thirty-one injured is the record today of casualties resulting from the collision between two electric cars on the Illinois traction system at Dickerson's Curve near here yesterday.

The arrest of Motorman John Liesmann, of Stanton, who handled the controller on the northbound car, is ordered by the coroner. Liesmann is said to have jumped from his car just before the crash and disappeared. Included among its passengers who met death were W. W. Street, superintendent of St. Louis Springfield division of the company, John E. Barry, land commissioner, and D. E. Black, master mechanic of the system.

It is said that on the reading of a few words scrawled on a bit of flimsy tissue, depends the responsibility for the wreck. That bit of paper is being jealously guarded in the dispatcher's office here.

A duplicate of the order was taken from Conductor Leonard of the train. The collision occurred between train No. 14 northbound and limited section of No. 73, southbound.

According to the orders train No. 14 was running wild after leaving Wall Illinois, which is five eighths of a mile north of Stanton. Dickerson Curve is at the bottom of a ravine and just at the edge of the cut, the track winds sharply to the right. Both trains were going at a speed estimated at nearly forty miles an hour. The local literally telescoped the limited and the impact drove both cars down the track nearly 100 feet and piled them in a pile of wreckage beneath which the dead and injured passengers were pinioned.

Of the passengers in the southbound car no one escaped uninjured and very few in the other car. Both motormen jumped as the crash came. Liesmann from the local and E. J. Young of Springfield from the Limited, conductor W. V. Duncan, of Springfield on duty on the Limited, was seriously injured while Conductor Leonard escaped with minor injuries.

The dead were taken to Carlinville and the injured to Granite City. A gruesome sight met the relief workers when they arrived at the curve. Many of the bodies were so mangled as to be unrecognizable. The few who escaped without injuries heroically went to the relief of the less fortunate who were pinned beneath the wreckage.

General manager, H. E. Chednuck of Peoria, had charge of the relief work. He and his assistants were greatly aided by the farmers of the vicinity who brought mattresses and blankets in their wagons and assisted in caring for the living and in removing the dead.

Dispatcher Louis Tebbis, of Stanton claims he gave orders to motorman John Liesmann, and Conductor F. A. Leonard of car No. 14 to meet the other car at Siding at Wall.

He asserts that the crew over ran their orders.

Stanton, Ill. Oct. 4.—Thirty-seven persons were killed and from sixteen to twenty-five injured in a collision on the Illinois traction system, two miles north of Stanton late today. Three of the injured and possibly

more are not expected to survive. Reports from the wreck up to the present time have been difficult to obtain, and although some of the statements received from there make the number of injured as high as fifty, it is not believed it will run over twenty-five.

Only three of the dead have been identified as yet. They are: J. E. Barry, Springfield Ills., land commissioner for the Illinois Traction system; W. N. Street, Stanton Ills., assistant train manager of the traction system; D. V. Black, Springfield, assistant superintendent of motive power and equipment.

The collision occurred between a local north bound and an excursion train headed toward St. Louis, and loaded with passengers on their way to view the parade of the Veiled Prophets at St. Louis. The accident according to present information, is believed to have been caused by the disregard of orders by the crew of local, which was in charge of M. A. Leonard, conductor and John Liesmann of Stanton, the motorman.

The local train had orders to pass the south bound train at Stanton. The latter train was running in two sections, and the orders given to the local were that it should pass both sections of the south bound train at Stanton. The first section had passed when the crew of the local pulled out on the main track and started north. At a sharp turn, called Dickerson's curve, two miles north of Stanton the two trains came together in a splintering crash.

WERE RUNNING AT TERRIFIC SPEED

Dickerson's curve is at the bottom of a decline both from the north and from the south. The local train and the second section of the excursion train, were both on the down grade and moving at a speed of forty mile an hour when they met. The collision occurred right at the bottom of the double decline, and sharp part of the curve. The cars were so close that it was impossible for either of them to stop or slow down. The crews were able to do nothing except set the brakes and jump for their lives. The crews of the local and the crew of the special, which were composed of W. B. Duncan, conductor, and E. J. Young, both of Springfield, Ills., jumped as soon as they saw the collision was inevitable and all four men escaped without serious injury.

They were badly shaken up but were able to lend assistance to the injured. None of the passengers had a chance for safety, as the crash between the cars followed immediately the cries of warning were uttered by the conductors and motormen as they jumped from the trains.

BOTH CARS PILED IN A HEAP

The cars came together with a terrific crash and both were demolished and piled in one huge mass of wreck age, through which the bodies of the dead and wounded were scattered. It is not definitely known how many of the passengers escaped uninjured, but it is certain that by far the larger portion of those on both cars were either killed or desperately hurt.

GREAT SUCCESS OF QUEBEC RAILWAY

Quebec, Oct. 5.—The success and development of the Quebec Street Railway since its change of management has been remarkable. In fact, the whole system has been revolutionized, during the past six or eight months, until today it is assuming the proportions and importance of a first-class and up-to-date traction enterprise.

The president, Mr. Rodolphe Forget, M. P., was in the city recently, and he was a visitor at the head office of the company. He is naturally delighted with the big earnings, and is of the opinion that before very long Quebec Street will be in a position to pay a dividend on its common stock.

MINERS ENTOMBED BY AN EXPLOSION

Monterey, Mexico, Oct. 5.—Six Japanese miners entombed in mine No. 2 of the Coshuila Coal Company at Palu Mexico, as the result of Friday night's explosion in which more than 150 miners lost their lives have been found alive. Although they had been without food or water since the explosion it is said all of them will recover. The men had been walled in by a heavy rock fall caused by the explosion. This prevented their death by fire damp. Rescue parties are working steadily. Thirty five bodies have been brought to the surface.

Chatham Gazette.—Grovers C. Torrens and F. H. Tingley, engineers on the new railway line into town, are at the Touraine.

CUBAN RAILWAY HAS BIG EARNINGS

Moncton, Oct. 5.—(Special).—The Cuba Railway continues to develop in all departments. Its splendid record of earnings is being maintained and is growing rapidly. The statement for August, just issued, shows gross at \$206,870, as compared with \$163,208. Working expenses for the month amounted to \$122,379, leaving a net of \$84,490, or an increase of \$33,396, over the same month in 1909.

Fixed charges for the month were \$36,666, while the surplus is given at \$47,824.

For the first two months of the fiscal year the gross amounted to \$440,310, as against \$325,638 for the corresponding period in 1909. The net profits are given at \$202,923, while for July and August a year ago, they were reported at \$100,111.

The fixed charges for the two months were \$73,333, and the surplus amounted to \$129,589.

Sir William Van Horne and those who are associated with him in this enterprise, will have reason to feel thoroughly satisfied with the remarkable progress and growth of this young concern.

BELL-HARBER

The marriage of Mr. George E. Bell and Miss Beatrice Lily Harber of Birmingham, Eng., took place at Christchurch Cathedral at three o'clock this afternoon. Rev. H. E. Dibblee of California performed the ceremony. Mr. Frank V. Cadwallader was groomsmen and Miss Lily Smith bridesmaid. The happy couple received many beautiful presents. They will reside on Union Street.

PARIS IS BUYING QUEBEC RAILWAY

Montreal, Oct. 5.—Quebec Railway stock was the only live issue in the market today, selling up to 46½. Mr. Forget stated that Paris is still acquiring the stock, and that today's cables reported sales in Paris of 700 shares at 242 francs, or equivalent to 46½ here. This stock was purchased in the market here.

It is stated that Paris now owns 37,000 shares and that not one share of this stock has come back on this market.

(Quotations from direct private wires of J. M. Robinson & Son, Bankers, St. John, N. B., Members of Montreal Stock Exchange.)

Amalgamated,	Noon.
Atchison,	65
Smelters,	100½
Brooklyn,	68½
Canadian Pacific,	76½
Great Northern, pfd.,	127½
Northern Pacific,	118
Pennsylvania,	129½
Reading,	147
Southern Pacific,	115
Union,	167½
U. S. Steel, com.,	69½

MONTREAL PRICES.

Quebec Railway,	47
Montreal Power,	144½
Iron, com.,	63½
Shawinigan,	108
Cement, pfd.,	82
Cement, com.,	19
N. S. Steel,	83
Mexican,	89
Crown Reserve,	265
MacKay, pfd.,	76
Rio,	103½
Toronto Rails,	123

STEAMER WRECKED BY AN EXPLOSION

Panama, Oct. 5.—A native who just arrived here in a sailboat reports that all the passengers and crew with the exception of one fireman, on board the Steamer Chiriqui, have been saved. So far as could be learned there was an explosion on the steamer which resulted in the death of the fireman. It is not known what damage was done to the steamer. The Chiriqui plied between this port and Buenaventura and was reported to have been wrecked by the explosion of her boilers. Steamers which have gone in search of the vessel have not yet returned.

TWO FRENCH AVIATORS IN HARD LUCK

Boissy, France, Oct. 5.—Bulletin—Leon Morane, who started at 9.43 this morning for Clermont-Ferrand in an attempt to win the Michelin aviation prize fell here and sustained a broken leg. His brother Roberts who was a passenger, sustained a fracture of the skull.

CURTAIN POLE PLANT DESTROYED BY FIRE

Chattanooga, Tenn., Oct. 5.—The plant of the H. L. Judd Curtain-pole Manufacturing Company in East Chattanooga was destroyed by fire last night. The loss is estimated at about \$200,000, partly covered by insurance.