GLASGOW, AWAKE TO INDUSTRIAL PERIL, WILL RELIEVE DISTRESS

Depression and Socialist Agitation Stir the Clyde

Authorities Plan Widely Extended Help for the Unemployed, While They Show No Fear of the Radical Propaganda.

HURT BY AMERICA'S BUSINESS CRISIS

Overproduction and the Contraction of Capital Block the Progress of Scottish Shipbuilding, and Suffering Affects Thousands, Yet Merchants Are Hopeful.

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[SPECIAL CABLE TO THE HERALD.]

GLASGOW, Wednesday.—Although accounts of the recent rioting in Glasgow and the spread of socialism that reached the outside world were exaggerated, the leading shipbuilders and manufacturers here agree that not in many years has the city had to face such a problem regarding its unemployed as now confronts it. It is a problem, too, which daily grows more difficult of solution, for it involves providing for and making satisfied an increasingly large proportion of the city's population.

Estimates of the number out of work in Glasgow and in the towns along the Clyde run as high as 180,000. This is the estimate of the socialist orators, and men in a position to know call the figures absurd, but the most conservative admit that the number must reach 25,000.

Shipbuilding Suffers Most.

The shipbuilding industry is almost paralyzed and most of the great yards on the Clyde are doing little or nothing. Some are facing the necessity of either shutting down completely or keeping a fraction of their staff working part of the time. The whole life of the Clyde Valley is more or less bound up with this particular industry.

The depression has spread to the steel and textile manufactories, few of which are now employing anything like their full quota of men. Almost every industry is at a standstill, the building trades suffering keenly.

Masons and carpenters and plumbers are either rushing to America and Canada, or wherever they think there is a chance of work, or else living on their savings or allowances from the trades unions. The events of last Thursday, when a number of malcontents made their way into the Council Chamber, and of Saturday, when a part of the crowd hooted as Prince Arthur of Connaught was passing, and of Sunday, when the mob tried to get into the Cathedral, I find are not looked upon seriously by prominent citizens whom I have interviewed, the main feeling in regard to the hooting incident being indignation that the world should get an impression that there are any Glaswegians to whom anything like disloyalty or inhospitality could be attributed.

The Socialists' Propaganda.

While almost everybody expresses the opinion that the average Scottish laborer is too sane and order loving an individual to be led away by the expounders of socialistic theories, the socialists are carrying out their plans very methodically. I am told that they are not foreigners, but Scotchmen carried away by reading socialistic publications. They hold classes of bright young men, whom they instruct in their doctrines. On fine days these are sent to the mining towns and parks in groups of three or four, each in charge of a tutor. While they address the crowds the tutor notes and points out the weakness of their arguments before they speak again. As the average Scot loves few things better than an argument, it is not difficult to get a crowd together.

The heavy rains of the last two days, however, have rather militated against the assembling of crowds, and since the lord provost has announced that he made arrangements for the immediate relief of distress cases there seems to be a disposition to take things philosophically. Public relief work usually is not operative until the winter sets in, but now it will be begun next Monday. The Glasgow Herald yesterday started a relief fund which has already attracted generous subscriptions.

The provost and the council are trying to determine the best method of coping with the situation of the two leading causes assigned for the present conditions here. One is the recent overproduction in the shipyards, the other last year's financial crisis in America, and two possibilities are suggested which might meet the situation adequately. One is the distributing of a number of warship contracts among the yards, the other the more noticeable improvement in America leading to the placing of more orders over here.

"We Have Overbuilt."

"What is the one primary cause of the situation in the shipyards?" I asked Mr. Archibald Denny, of Denny Brothers, the well-known ship builders at Dumbarton.

"We have overbuilt," he replied. "Then too, the American financial crisis was so serious that it was reflected all over the world, and it reduced the power of capital. When business was rushing upon us all shipbuilders had to increase their capacity in order to keep up with the demand.

"The capacity of our own yard, for instance, has been more than doubled in twenty years. Then when business suddenly shrunk and the demand for ships fell away the yards had to suffer.

"No, I do not look upon the recent disorderly events with apprehension. There will be no revolution. We may have some riots, but the worst result of them will be a few broken heads.

"There are several grades of socialists. The rampants who believe that labor is the only thing and do not count brains. Then the decent working man who labors hard to make some provision for old age. At the end there are the unemployed, poor fellows who couldn't do a day's work if they tried. The rampants work on the feelings of the others.

"What they did Saturday was to say, 'Look here, they are gorging themselves with rich food and fine wines there in the Council Chamber, while we out here are starving.' But the backbone of this country is not socialistic.

"Of course we are going through a very dull time, but our people are far too commonsense to believe the nonsense told them.

"The only adequate remedy I can see is more shipbuilding, though that can hardly be expected until some of the present tonnage is sunk or lost or the trade of the world expands."

Cargo Boat Business Overdone.

"There has been overbuilding in the cargo boat business," said Mr. John Inglis, a prominent shipbuilder, "that is the great trouble. Added to that, of course, has been the American financial depression, which made it extremely difficult to get hold of money.

"Those men who are trying to inflame the Glasgow crowds are not respectable working men. They and a large portion of their followers are the kind of men that turn up, nobody knows from where, at a time like this. There is a good deal of talk, but nobody seems to be divesting himself of his goods and giving them to the poor. Those fellows want to level down. They never think of levelling up.

"I fear the labor situation is going to be even more acute. We ourselves shall be through with our orders within two or three months. When do I look for a change? No man can truly prophesy until after the event, but I don't think we shall ever have serious trouble because of socialism. Ours is an orderly population on the whole."

One of the largest steel manufacturers in Scotland, who would not consent to the use of his name, said:—

"I do not think there was anything in the recent demonstrations, but there is great distress at present. No doubt something should be done to tide over the situation. It is difficult to talk with a man whose stomach craves food.

Work of the Discontented.

"In all the big towns there are a lot of discontented creatures, but I do not think their ravings touch the heart of the real working man. There are indications of a gradual improvement in the steel business. We have a great deal of inquiry from Canada, and business in the United States is undoubtedly picking up. If our government wished to act wisely now would be the time. Why should it not spread two or three millions over our ship building centres? Not only would it serve the purpose of giving employment and preserving the self-respect of the workmen, but it would do far better than any relief work that could be attempted.

"But think what the saving could be in the cost of war ships. Why, just now such vessels could be built twenty-five per cent cheaper than in a year or two, when perhaps the government might suddenly decide to build a lot.

Mr. Hugh Reid, head of the Hyde Park Locomotive Works, the largest concern of the kind in Europe, employing between 7,000 and 8,000 men, said:—

"Of course the shipbuilding industry is the greatest sufferer, but all other interests in Glasgow have felt the situation keenly. We ourselves are not working full time. I hardly know what to think about Saturday's demonstration.

"I think we as well as the United States are at fault for not patterning after Germany and making the working men provide against a rainy day by a form of insurance of which the employe and employer each pays a part yearly. Nowadays a young man soon gets earning big wages and doesn't save money.

"If the government were to place orders for war ships it would go far toward remedying the situation. Certainly it could save money over rush time."

Blames the Crisis Here.

"Present conditions here are due largely to the American financial crisis. If America steadies itself, I think the rest of the world would come out all right, however."

"There is bound to be much misery here," said Sir William Bilsland, Lord Provost, of Glasgow, who as a manufacturer, is a large employer of labor is not inclined to minimize the amount of distress now existent in Glasgow and the west of Scotland.

"There is an unprecedented amount of it," he added. "Organized and skilled workmen have funds from which some provision is made for them, but unskilled laborers are very badly off. We have succeeded in giving employment to six or eight hundred at some distance from the city.

"For the recent demonstrations I don't think I could say the socialist movement was to blame. Responsible socialists, of whom, by the way, I am one, are not giving their support to them. It is the plain duty of the government to give the distress committee sufficient funds to carry out the relief work. I think this will be an extremely trying winter. We are endeavoring to devise means to make relief work most effective as well as to give employment to hundreds of men."

James Sutherland, head of George Wilson & Co., manufacturers of muslins, said he thought socialism in Glasgow was mostly confined to a few agitators.

"The Scotch are a peace loving people," said Mr. Sutherland. "The socialists, I understand, are trying to get hold of the trades unions, but they are not successful. The reason why there is stagnation in the building trades is that Glasgow has been overbuilt. There are now 16,000 empty houses in the city. The situation looks rather dark at the moment. While the feeling is apparently better in America, it hasn't affected us much as yet."

Gloom in the Prospect.

"The prospects are generally gloomy," said Mr. David Anderson, a cotton and woollen manufacturer. "We have been very busy ourselves, all our looms working, and orders are several months ahead. Our business is chiefly with America.

"As to socialism, the unemployed are generally averse to it. There is much general distress, and I think it is indirectly due to the recent American crisis."

Mr. James Muir, of Muir & Smith, commission weavers, said:—

"Business has been dull ever since the American crisis, but orders from America are now coming in. I have seen demonstrations before like those the other day. Nothing will happen if the men get assistance. The Clyde is the keynote of Glasgow, and when there is plenty of work in the shipyards the workmen are satisfied. The big buyers of goods say that improvement in the United States would have a great effect here."

A member of the firm of John Lean & Sons, white muslin manufacturers, said:—

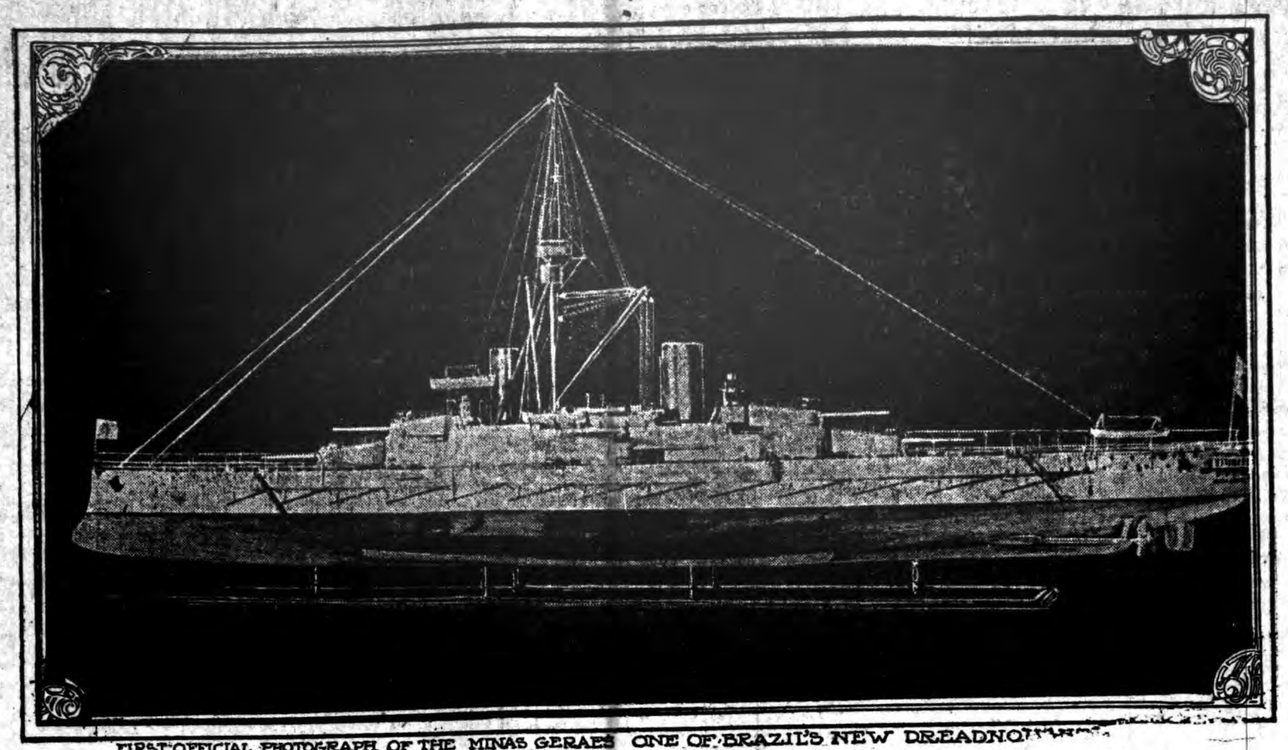
"I attach no importance to the so-called socialist agitation."

"While there is much distress and the situation will undoubtedly be worse in this respect," said the manager of John Brown & Son, muslin manufacturers, "there is nothing to apprehend from socialism. There may be some broken heads in the near future, but not those of the real workingmen."

"We are not bothered with the fear over socialism," said the manager of the Glasgow Spinning Company. "Trade is bad and we are working four days a week, but we never fall out with our men. I heard one of the latter say yesterday, 'Agitators should be horsewhipped.'"

"Our force just now is about one-third reduced," said Mr. James Templeton, a carpet manufacturer. "I do not attach any importance to the recent demonstrations. The average Scotch workman has a great deal of common sense. I anticipate an improvement in business generally after the American elections, particularly if the promise is kept to reform the tariff."

"BRAZIL'S ARMAMENT NO MENACE, BUT EXPRESSES SOVEREIGNTY"



FIRST OFFICIAL PHOTOGRAPH OF THE MINAS GERAES, ONE OF BRAZIL'S NEW DREADNOUGHTS.

BRAZIL'S GREAT WAR SHIP AS SHE WILL APPEAR WHEN SHE IS COMPLETED.

[BY MEXICAN CABLE TO THE HERALD.]

RIO JANEIRO, Wednesday.—At a banquet yesterday tendered by Baron Rio Branco, Minister of Foreign Affairs, in honor of Señor Rodriguez Larreta, the latter in a speech of thanks, said that the Brazilian armaments in no way affected the Argentine military and naval forces, but formed an expression of the sovereignty of the nation.

There are no antagonistic interests, he said. Though the Brazilians and the Argentinians speak different languages, both are Latin-American and both are firm advocates of peace. He expressed the wish that the Congresses of Argentine and Brazil may hasten their approbation of the arbitration treaty, concluded three years ago by himself, when he was Minister of Foreign Affairs, and Baron Rio Branco.

The newspapers comment favorably upon Señor Larreta's utterances.

LAUNCH SHIP TO-DAY.

First of the big Brazilian battle ships, the Minas Geraes, will be launched to-day in the waters of the Tyre, at Elswick, England, as told yesterday in a special cable despatch from the HERALD'S naval correspondent.

The event is rendered more interesting in that on the same day the St. Vincent, the largest of the British Dreadnoughts, will also be launched at Portsmouth. Both the British government and the Brazilian authorities have been extremely reticent about all details of design, construction and equipment in regard to the two vessels.

The Minas Geraes differs from the British vessels principally in the method of propulsion, she being equipped with reciprocating engines, but the vessel which is to succeed her, the Rio de Janeiro, will probably have turbines, although no decision has, it is understood, yet been arrived at. The former ship has a length of 530 feet and a beam of 84 feet, with a draught of 25 feet.

In regard to armament the superiority rests with the Brazilian vessel, which, besides mounting an additional pair of twelve-inch guns to those of the St. Vincent, is able, by a method of distribution, to bring all her guns to bear on either broadside.

The armor protection of the Brazilian vessels consists of a water line belt extending from bow to stern, having a maximum thickness of nine inches at the middle and diminishing to six inches right forward and four inches right aft.

FRANKLIN'S HOUSE MAY BE A HOTEL

American Syndicate Obtains an Option on the Paris Home of the Philosopher.

HERALD BUREAU, No. 49 AVENUE DE L'OPERA, PARIS, Wednesday.

It is reported that an American syndicate has obtained an option to purchase the property at No. 26 Rue de Penthièvre. The house at this address was built by Benjamin Franklin and occupied by him when he represented the American Republic in France. Later, during a short period, it was used as a residence by Napoleon, who transferred it to Josephine after his divorce. The name Benjamin Franklin appears on the facade under the small pediment of the upper story.

It was announced to-day that Mr. Michael Francis Doyle, of Philadelphia, a lawyer, had negotiated the option for the property, but Mr. Doyle left for London without giving the details. The concierge of the house, which now bears a sign stating that there are apartments to rent, was unable to give any information, but the HERALD correspondent was told in another quarter that the prospective purchaser would probably remodel the building for hotel purposes.

PIUS X.'S LEGATE PRAISES ENGLAND

Eucharistic Congress of 1908 Opens in Westminster Cathedral in London.

LONDON, Wednesday.—Westminster Cathedral was crowded to the doors to-night for the impressive inauguration of the Eucharist Congress. Hundreds who wished to attend the opening services were unable to gain admission. Never before were so many priests gathered together in England.

The opening address was delivered by Cardinal Vannutelli, the Pope's legate, and to this a reply was made by Archbishop Bourne.

The Cardinal, after giving expression to the honor he felt at the mission confided to him by the Pope, said that what touched him by the most deeply was the fact the delegates were receiving this hospitable welcome in England, a country upon which for centuries past God had bestowed His benefits. If in the passage of time painful divergences had arisen they gradually had been changed into a desire for peace, and so after centuries for the first time the doors of "free England" had been opened to a Pontifical cardinal legate, the princes of the Church, the bishops and a select group of ecclesiastics.

THE SCYLLA AT KINGSTON.

[SPECIAL CABLE TO THE HERALD.]

KINGSTON, Jamaica, Wednesday.—The British cruiser Scylla arrived here today from Bermuda, being the last sent by Hayti to relieve the Indefatigable. The latter goes north to be docked.

Premier Does Honor to Tolstoy.

ST. PETERSBURG, Thursday.—The Tolstoy memorial performance at the Suvorin Theatre to-night was attended by the Premier, M. Stolypin, and his family. Scenes from "The Ressurection," "The Powers of Darkness" and other plays were presented.

Assassination in Baku.

BAKU, Wednesday.—A captain of police and a citizen who accompanied him were shot dead in the streets to-day by unknown assassins.

THRONG OF HOME BOUND AMERICAN TOURISTS LEAVE MANY IN PARIS

Four Hundred and Thirty-Three from Many Cities Depart from the French Capital on Two Steamships After Travelling on the Continent.

[SPECIAL CABLE TO THE HERALD.]

HERALD BUREAU, No. 49 AVENUE DE L'OPERA, PARIS, Wednesday.

Since the exodus to-day there are now 433 fewer Americans in Paris. The difference may not be apparent to the casual observer, however, for the remaining host is still large. Two trains each for the Oceanic, of the White Star line, and the Kaiser Wilhelm der Grosse, of the North German Lloyd line, carried New Yorkers. Chicagoans and San Franciscans to Cherbourg from the St. Lazare station.

Mr. S. R. Bertrom, of the New York banking firm of Bertrom, Storrs & Griscom, was booked for the Oceanic.

"This is my fifteenth trip to Europe," he said, "and I will be back again as far as England in about three weeks. During the summer I went chamois shooting on the mountain peaks with Mr. Lloyd C. Griscom, the American Ambassador to Italy."

Mr. Magrene Coxe, a lawyer, once the American Minister to Guatémala and Honduras, and now a United States referee in bankruptcy in New York, has completed a tour of several months on the Continent. In answer to a question regarding the Presidential campaign, Mr. Coxe said:—

"Well, Mr. Taft and I went to school together, so you can draw your own conclusions as to my preferences."

Mr. Arthur B. Jones, of Chicago, private secretary of the late Marshall Field and now a trustee of the Field estate, was accompanied by his two daughters and son. They have been in Europe since early in the season.

Other Americans.

Other prominent passengers travelling by the Oceanic were Mr. Edward Hallbrook, of the Gorham Manufacturing Company; Mr. Green, of the Spalding Company; Mr. Alfred C. Bedford, Mr. and Mrs. George Burnham, Jr.; Mr. and Mrs. Hugh N. Camp, Jr.; Mr. and Mrs. Samuel Slocum, Jr., and Mr. and Mrs. Cortland S. Van Rensselaer.

While waiting for one of the Kaiser's trains to start, Mr. Martin W. Littleton, of New York, a lawyer, said:—

"I have seen and observed much during this, my first trip to Europe. Recently I was on the battlefield of Waterloo, where I stretched myself out on the ground and studied maps to figure out how it all happened.

"I have collected about a ton of books treating on economical and social questions pertaining to Central and Western Europe. I want to figure out how it will all happen, for, in my opinion, there will be hell to pay sooner or later.

Mr. Littleton's wife and two sons and Mr. and Mrs. Zitner, of Dallas, Texas, were of one party. Mr. and Mrs. Zitner have been on an automobile tour in Germany and France.

Mr. John Markle, one of Pennsylvania's coal kings, who collaborated with President Roosevelt in the great coal miners' strike, and who was of the committee of one hundred invited to meet Prince Henry of Prussia, was returning home, accompanied by Mrs. Markle.

Mr. R. M. Haan, proprietor of the St. Regis Hotel, and Mrs. Haan and their two daughters were homeward bound after an extended tour through Europe.

Mrs. Trenor L. Park was on her way to New York after having passed most of the summer in England and Scotland. She will return to Europe in about two months.

Others going by the Kaiser Wilhelm der Grosse were Mr. and Mrs. A. C. Bartlett, Dr. Francis Delafield, Mrs. Emanuel Mandel, Mrs. Cooper Hewitt, Mr. Clement C. Moore, Mr. W. M. Peckham, Mr. E. B. Thomas and Mrs. J. Hood Wright.

Judge O'Gorman, who left Paris for Brussels, will leave Antwerp for New York by the Kroonland on Saturday.

Mr. and Mrs. William Heyl Raser and Miss Jane Hennessy, of New York, have arrived at the Hôtel Malesherbes from Russia.

Mrs. Morris Evans, of Washington, arrived at the Hôtel de Londres after a six weeks' "cure" at Carlsbad.

Mr. Henry White, the American Ambassador, returned to Paris to-day from a brief visit in Scotland and has resumed charge of the Embassy.

Mr. J. Hornblower De Witt and Miss De Witt, of New York, arrived at the Hôtel Meurice from Venice.

Mrs. Franklin Gordon Dexter, of Boston, arrived at the Hôtel Vendôme from Langenschwalbach.

Miss Ella J. Roagland, of New York, arrived at the Hôtel Meurice from Montreux.

Mr. and Mrs. Samuel Aronson and their daughters, the Misses Jennie, Hannah P. and Florence C. Aronson, of New York, after a four months' tour through Germany, Switzerland, Italy and France, will leave Paris to-morrow for London and will return to America September 16.

TOURING IN EUROPE.

[SPECIAL CABLE TO THE HERALD.]

ULN, Wednesday.—Mr. Allison V. Armour and Mr. and Mrs. Mott, of New York, in a "60" Itala, have arrived at the Munster Hotel.

FLORENCE, Wednesday.—The Misses K. S. Babcock and Y. K. Macarow, of New York, in a "40" Fiat, have arrived at the Hotel de la Ville.

INTERLAKEN, Wednesday.—Mr. George L. Kingsland, of New York, in a "45" Renault, has arrived at the Jungfraubluck from Vevey.

PRESIDENTIAL BATTLE LINE. THE HERALD on SUNDAY, SEPTEMBER 13, will issue a 4 page section, with a map of the United States in colors, showing the republican, democratic and doubtful States, with data enabling each reader to follow the campaign and make his own estimates.

GERMANY'S CONSUL ASSURES SUPPORT

Dr. Vassel, on Way to Fez, Convokes Notables and Tells Them Mulai Hafid May Count on Aid.

PARIS, Wednesday.—A despatch received here from El Kasar says that Dr. Vassel, the German Consul at Tangier, who is on his way to Fez, convoked a number of notables on his way and informed them that Mulai Hafid, who has vanquished his brother, Abd-el-Aziz, in the conflict for the Sultanate of Morocco, could count upon the support of Germany, and that Germany would undertake to assure the integrity of the country and help Mulai Hafid out of his difficulties.

The Temps in an outspoken editorial declares that the only explanation of Mulai Hafid's delay in responding to his proclamation as Sultan at Tangier on August 23 is that he is awaiting the Consul of Germany.

ITALY DEVELOPS NEW TERRITORY

Her Occupation of Benadir Thought Most Important from All Points of View.

[SPECIAL CABLE TO THE HERALD.]

ROME, Wednesday.—The most important Italian operation ever undertaken in Benadir, whether it be considered from a political, military, commercial or an agricultural point of view, has been commenced in the occupation of the Webi Shebeli River, which for part of its course runs parallel to the sea. A garrison was installed at Barire, a village on the river containing two thousand inhabitants, situated nineteen miles from Danane, which is on the sea. Afgoi was next occupied. At Afgoi there is a ford which is much frequented by caravans coming from Abyssinia.

Both at Afgoi and Barire the Italian troops were received with cordial welcome and the occupation was completed without incident.

Major Degiorgio, head of the expedition, reviewed four thousand superb Somalis, inhabitants of Gheledi, a large village opposite Afgoi. Their sultan, Mariarghosa, marched at their head. Between Barire and Afgoi the expedition met with some slight opposition from Hintra, who was quickly overpowered.

As a consequence of the agreement of May 16 the frontier between Benadir and Abyssinia has been delineated and an Italian mission in the territory of Arussi and the upper course of the Webi Shebeli is attempting to establish and improve trading relations between the Italians in Somaliland and Menelik's kingdom.

Actual possession of the lower course of the Webi Shebeli will now enable the Italians to better develop Benadir, which promises to compensate Italy for the disillusions she has experienced in Abyssinia.

MAJOR WOOD HAD A NARROW ESCAPE

Horse Falls Upon Him as He Views the German Army Manoeuvres, but He Is Unhurt.

ST. JOHANN ON THE SAAR, Wednesday.—Major General Leonard Wood, of the United States Army, who is witnessing the German manoeuvres here, had a narrow escape from a serious accident yesterday. While in the field the horn of one of the numerous staff automobiles frightened General Wood's horse, and the animal began to rear and plunge, finally falling almost on the General's right leg. The spur was torn from the General's boot, but beyond a shaking up as the result of the fall he was unhurt.

Emperor William received Major General Wood in the field this morning. The meeting took place on a lofty hill in front of the position occupied by the "Red" Army. The General was introduced by Captain Von Livonius, the German Military Attaché at Washington, and His Majesty held him in conversation for several minutes. The Emperor was extremely gratious and expressed the hope that General Wood had been given every opportunity to witness the manoeuvres of the two armies.

General Wood arrived on the field early enough to see the development of the general engagement along the whole line. The "Blue" Army brought its entire force to converge on the right flank of the "Red" Army, where Emperor William and his foreign guests had taken up their positions. General Von Gaffron, Commander of the "Red" Army, had his reserves too far back on the left wing to be able to bring them up on time and finally the retreat had to be sounded.

JUDGE WILFLEY AGAIN ACCUSED

Chinese Protest Actions of Head of American Court at Shanghai.

ORDER CALLED ILLEGAL

Has Native Servant Arrested Without Formal Warrant When He Recants and Tells Bribe Story.

IGNORES LOWER COURT CALL

Refuses to Answer Subpoena, Disbars Lawyer and Finally Sues Editor on Criminal Libel Charge.

[SPECIAL CABLE TO THE HERALD.]

SHANGHAI, Wednesday.—A renewal of the scenes of reputed extraordinary harshness in Judge Wilfley's court has again brought unfavorable attention, besides furnishing the Chinese authorities and another foreign Power grave cause of complaint during the retrial.

The trouble arose during the retrial of an American named Price, whose case was fully reported in the recent Wilfley impeachment report sent to Washington. The original offence was the most trivial assault.

Upon the retrial the chief witness for the prosecution, a Chinese servant, recanted all the evidence upon which originally the conviction was obtained.

The servant said he was induced to testify falsely under pressure brought to bear by District Attorney Bassett, coupled with a monetary reward from the prosecutor.

Judge Wilfley immediately ordered the servant's arrest, without the formality of issuing a warrant. Mr. Denby, the American Consul General, refused to apply to the Mixed Court for a warrant, and the Chinese authorities protested against the illegal arrest.

Judge Wilfley's action is greatly embarrassing to the American Consulate. The decision given by Judge Wilfley to-day condemns Price to a three months' term, the Court refusing to continue bail pending an appeal and accusing his senior counsel, an Italian barrister of high standing, of perjury and withdrawing the courtesy of permission to practise before the American court.

Judge Wilfley refused to obey the Mixed Court's subpoena to attend that court and testify, on the ground that he outranks a magistrate, and finally he has entered a suit charging criminal libel against the editor of the China Gazette.

EXILE IN OPIUM WAR.

PEKIN, Wednesday.—The Chinese government has taken its first action under the new regulations in inflicting punishment for the sale of opium, and to-day sentenced a morphine seller of Pekin to banishment for ten years for dealing in the drug. The limit of three months allowed for metropolitan officials to record the fact that they had ceased using opium has passed without a single man coming forward to sign the pledge.

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Situations Wanted—Females	21	1 to 3
Situations Wanted—Males	22	23
Do.	23	5 to 7
Special Notices	6	7
Do.	10	7
Do.	10	6 & 7
Do.	11	7
Do.	14	5 to 7
Do.	14	2
Special Suburban Advertising Agents	2	2
The Turf	12	2
Time Rate	2	2 & 3
To Let for Business Purposes	18	1 to 3
Travellers' Guide	15	7
Unfurnished Rooms to Let	18	7
Unfurnished Rooms Wanted	18	7
Wanted to Purchase or Exchange	20	7
Yachts, Ships, Steamboats, &c.	12	7