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NOTICE.

On account of our early hour of going to press it is especially requested that any notices or advertisements intended for publication on the following day be delivered at our offices not later than 4.30 p. m.

The Montevideo Times

MONTEVIDEO, MAY 6, 1914.

THE ZABALA SCHEME ANALYSED.

The building of what is known as the "Zabala Canal", is a scheme that has been much talked about and criticised for the last twenty-five or thirty years. A great deal has been written in its favor and probably as much in its condemnation. It has been introduced into the Chambers three or four times, and as many times it has been thrown out or sent back to the Committee, but a concession has never yet been granted for the present objects in view. The nearest stage to obtaining legislative sanction was in August, 1910, when a Bill was sanctioned by the Deputies and passed on to the Senate, which body however never took any notice of it. There it lies at the present day.

Being a matter of general interest, and as very few have any correct ideas of the objects of the scheme and how matters stand at the present time, when a new Bill is about to be considered, it will no doubt be interesting to give some information on this important subject.

As already stated, various bills have been presented to the Chambers during the last quarter of a century, for the construction of a canal from a point on the River Santa Lucia somewhere above the small town of San Ramon, passing through the Departments of Canelones and Montevideo to the Bay. The objects of the Canal are chiefly, irrigation, navigation, production of electric power and the supply of water to Montevideo. The length of the Canal is stated to be about 120 kilometres (75 miles). Up to 1910 all efforts to get a Bill passed through the Chambers failed for various reasons, so we need not occupy ourselves with the details of these old schemes which have been successively remodelled and substituted in such a manner that it is most difficult to follow the ins and outs of the question. Besides it would serve no good purpose now to try to unravel such an entanglement. All these old schemes were either thrown out altogether or sent back to Committee, and are now practically of no interest. Let us refer only to the last project, which obtained the sanction of the Deputies in 1910. We will limit ourselves to a few of the principal clauses.

The Canal Zabala project of 1910 embodied the double scheme of a Canal and a Railway. The Canal 120 kilometres (75 miles) in length, was practically the same as in previous Bills and as in the present 1913 Bill. Its four-fold object was and is to provide for irrigation, navigation, production of electric power, and supply of water to Montevideo. The railway was to be an electric one from Montevideo to Colonia, on which two express trains each way per day had to be run at the average rate of 90 kilometres (56 miles) per hour. It was stipulated that the Railway should cross the River Santa Lucia *por la Barra* (at the mouth of the River) a very difficult place to erect a bridge. In fact, aware of this, the Government retained by Art. 31 the right to make a contract with anyone for a combined road and railway bridge, in which case the Canal Zabala concern would be liable for half the cost of the work. Besides that the maintenance of the whole structure ever afterwards was to be for their account, which always struck us as a most onerous clause in their concession. The Government provided by Art. 29 that all the mails, whether local or in transit, should be carried free in wagons expressly built for that purpose and that a telegraph wire along the whole extension of the Railway should be installed and maintained for the exclusive use of the State. The Railway concession was for 90 years, without any guarantee whatever, after which time it, along with all its belongings, was to pass to the State without payment of any kind.

As regards the Canal, the 1910 bill provided a 5% Government guarantee on the cost of construction, which was fixed at \$11,000,000. This sum apparently did not include the cost of the subsidiary canals and channels necessary for irrigation purposes, nor the cost of the barges, etc., for navigation. It was stipulated that the definite plans must be presented within

eight months of the sanction of the bill by the Chambers. Three months were to be allowed for the approval of the plans and within a further eight months work had to be commenced—that is 19 months in all. The whole of the work, including the electric railway to Colonia, was to have been finished in four years from the time of commencement except in cases of *force majeure*. This seems rather a limited time to carry out such enormous and important works. Art. 17 stipulated that the State had the right to acquire from the Canal Company electric power to the extent of (if necessary) 82,000 K. W. H. per day at the rate of 1 1/2 cents per K. W. H. delivered in the Electric Light Station at Arroyo Seco; also that a maximum of 100,000 cubic metres of water per day may be taken by the Government from any point on the Canal, presumably for the water supply of Montevideo, at the rate of half a cent per cubic metre. The Canal Company might, according to Art. 17, supply electric power to the electric railway to Colonia, but was prohibited from selling to any other party within the Department of Montevideo. There should be noted the obscure and indefinite wording of this clause. The State has the right to acquire the electric power and may take the water supply—rather a dangerous indefiniteness in a concession of this kind. The Canal Zabala Company was to be allowed the importation free of duty of all materials for the construction and maintenance of the Canal and Railway works, for a term of 30 years, and would be free of all taxes for 33 years. Such were the principal terms of the Canal Zabala Bill passed by the Deputies in 1910.

THE NEW PROJECT.

Let us now turn our attention to the new project presented by the Executive to the Senate in 1913. We may point out that it was presented to the Senate instead of the Deputies, because the 1910 Bill which had been sanctioned by the Deputies in August of that year and passed on to the Senate, was still lying in their hands. It had in fact been referred by the Senate to the Committee of Finance, which body had never reported on it. The newly modified Canal Zabala Bill of 1913 was therefore presented to the Senate in order that it may be considered as replacing the 1910 Bill still in their hands. If it should in due time be sanctioned by the Senate it will then have to be presented to and passed by the Deputies before it is promulgated by the Presidential signature and then becomes law.

All the conditions and clauses of the 1913 Bill have already been accepted by the Concessionaire and the proposal is presented to the Senate in the form of a contract—that is to say a firm contract on the part of the Concessionaire but only an *ad referendum* contract on the part of the State. We find that it is a complete modification of the 1910 scheme. An official Message, with which we will deal first, accompanies the Bill. This explains that it has been found convenient to make some radical alterations in the previous measure. The most important, and one which was apparently at once accepted by the Concessionaire, is the complete elimination of the Electric Railway from Montevideo to Colonia. The Message states this elimination was exacted by the Executive in order that the projected Railway for express trains between the said towns, which, it adds, is an evident necessity, should be built at some opportune moment for account of the State. Probably the Concessionaire is well out of this Railway Scheme, which would have been very costly to carry out. It had no State guarantee and many onerous conditions. But a good consumer of the electric energy from the Canal has been lost.

(To be continued.)

NEWS OF THE DAY.

Wednesday, May 6, 1914.

St. John A. P. L. — King Edward VII died, King George V acceded to the British Throne, 1910.—126 days past, 239 to the end of the month.

POLITICAL NOTES.

The Senators sat on Monday. The Bill authorising the purchase for the State of the quarries at La Teja was approved in first reading, without remark.—Discussion then commenced of the Bill granting privileges to industrial establishments. Dr. Otero pointed out that the exemption from Customs duties for a period of ten years represented a considerable sum. He asked if the reporting Committee could give any information as to the duties at present received by the State from the materials that would be exonerated. Dr. Rodriguez confessed that the Committee had not studied this aspect of the Bill. Eventually it was resolved to refer the Bill back to Committee for further study.—The sister Bill authorising the expropriation of lands for specified industrial purposes was approved in first reading.—There was no other business of interest.

Study of the reformed Zabala Canal scheme by the joint Committees of Finance and Foment of the Senate is expected to commence to-day.

We may note that applications for pensions are flowing in rapidly to both the Chambers, as always occurs at the beginning of a new session.

A peculiar situation, not provided for in the law, has arisen in connection with the disputed election for Paysandu, under examination by the Committee of

the Deputies. Fourteen nationalist and one "colorado" votes have been eliminated by the Committee as vicious. This leaves the "colorados" with 1000 votes and the nationalists with 333, making a total of 1333. For the nationalists to obtain the minority seat it is necessary for them to have one-fourth of this total, which is 333.25. The majority of the Committee, holding the view that there can be no such thing as a fraction of a vote, allot the seat to the nationalists, the "colorados" receiving the other three. This is angrily disputed by the *Dia*, which says that the nationalists have not reached the fourth part, their vote being a fraction less, while the "colorados," with 1000 votes, have exceeded the three-fourths part of the total, which is 999.75, and therefore the latter are entitled to all the seats. The electoral law makes no provision concerning the fraction of a vote, though the contingency is one that most obviously might arise, as it has done in the present case. The knotty point will have to be decided by the Chamber, and will probably give rise to an ardent debate. It would certainly be the height of irony if the nationalists lose their seat by a quarter of a vote. It may also be pointed out that, as there were other votes cast, not computed in the above total, the "colorados" have not obtained three-fourths of the real total.

The new Sanitary Convention between Italy and Uruguay, which is identical to that between Italy and Argentina, was signed in Rome on Monday. As a result of this, the Italian Government will at once remove the long-standing interdiction on Italian emigration to this country.

A favorable Committee Report has been issued on the Government Bill, presented last year, prohibiting public exhibitions and sports involving cruelty to children or animals, or of a degrading character. This will shortly be discussed by the Deputies. We believe that some amendments have been introduced, but are unable to state their nature for, as too often happens, the Report has not been made public. The original draft of the Bill, we remember, included "boxing" as one of the prohibited displays, but without any attempt to define it, so that it might equally include prize fighting of the most brutal character, or a harmless match with gloves.

Deputy Dr. A. Narancio has presented a lengthy Bill for the Repression of Alcoholism, which has been referred to the corresponding Committee. This is in part a reproduction of the kindred Bill already framed by that Committee, but contains some new clauses, and, taken as a whole, is not quite so radical. The principal novelty is the creation of an "Asylum for Alcoholists," in which there shall be confined all those arrested six times in one year for drunkenness, and any others suffering from alcoholism. Any one found drunk in the streets or any public place is to be arrested "without consideration," confined in a special department to be called "The Drunkards' Ward," and, when sufficiently sober, submitted to medical examination, with a view to passing him to the Asylum. We may remark that there is a good deal of exaggeration in both Bills. Among the present Deputies there are a certain number who seem determined to represent Uruguay as a drunken nation, which it most certainly is not, and others who are rabid prohibitionists, and between the two they are trying to enforce extreme measures not called for by the circumstances. It is another case of legislating in extremes instead of in moderation.

Coming American Visitors.

SECRETARY OF STATE BRYAN.

Probably the most interesting recent development in connection with Pan-American affairs is the acceptance by the chairman of the governing board of the Pan-American Union, Hon. William Jennings Bryan, Secretary of State of the United States, of the cordial invitation of the Chilean Government to visit Chile at the time of the meeting of the Fifth Pan-American Conference, which will assemble in Santiago, its capital, about the end of November of this year. At the March meeting of the governing board, attended by nearly all of the ambassadors and ministers of Latin America now in Washington and the Secretary of State of the United States, Señor Don Eduardo Suárez, the minister of Chile, announced that his Government had extended this invitation to the chairman of the board. Minister Suárez felicitously expressed the hope of his Government and people that Secretary Bryan would accept the invitation. The chairman, replying, said that, although he had some time ago determined to undertake no more extended trips abroad, he was happy to make an exception in this instance, and that he would gladly accept the invitation, with, of course, the proviso that he is not prevented by unexpected developments in the foreign affairs of the United States. As now planned, Secretary

(Continued on Page 2.)

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SHORT STORY

MARRIAGE.

(Continued).

After another long silence Richard said: "It isn't a thrilling life, Eleanor, I'll admit. But what can I do about it now?"

That was just it. What could he do about it? After all, Richard couldn't be blamed. It was marriage itself. Marriage ushered in by courtship days, glowing with ardency, rich in promise. Marriage itself, sunk to dead level.

I didn't say any more to Richard then. Our days just went on, with the feeling of resentment growing keener within me each day. Even my boy failed to remove me from my rebellion. Oh, I knew he was worth while, the wonder fruit of our marriage, but he could not satisfy every part of my nature.

It was a crucial period, and right into it stepped another man!

The man was not a stranger to me. In truth, I had known him since first I came to the small town. I had not given him a passing thought before, however, though I had often met him at one or two card parties and at the picture show. But one day when my rebellions were most poignant, I met him in the High Street. He raised his hat, seemed about to pass on, looked closer at me, and then stopped to chat. He seemed interested in my appearance.

"Are you quite well, Mrs. Jordan?" he asked.

"Oh, yes, quite," I answered.

"I haven't seen you recently at the picture show," he said, smiling.

Then I smiled with him. "We are provided with a great deal of pleasure in this town, aren't we?" I asked.

"It's deadly, the monotony, sometimes," he said. "If it weren't that I anticipate a boom in business I wouldn't stay here a day longer, I assure you, Mrs. Jordan. And you—you don't seem cast in the right place."

His tones were caressing, full of a sort of pity and deep understanding. I looked at him and wondered that never before had I noticed closely his handsome, eager, young face. And thus began our friendship. Very soon he began to call on us, and placed against unspectacular Richard, Billy Knight glowed resplendent.

The first night Billy called to spend a pleasant hour before going, I said to Richard: "I never dreamed Billy could be so interesting."

"He's interesting enough in a light way," said Richard.

"You speak as though you didn't like him."

"I'm not an admirer of his," said Richard shortly. And then he yawned and believed he would go to bed, since the next day was the last of the month and "a heavy one."

It would take many words to convince me that any human being ever deliberately set out upon a career of simple foolishness or even downright wickedness. I know I simply looked upon Billy Knight as a sort of saviour at this period of my dull existence. I was young, my mirror told me still pretty, and Billy's eyes confirmed the story of my mirror. I simply let matters take their course, without in any way trying to deflect them. If there were conscience-strings at times, I stifled them. I began to play with circumstances. Anything, anything, to lift myself out of the slough of depression.

And right willingly Billy helped me in that endeavour.

I should very strongly have denied any assertion that I was indulging in anything but a warm friendship or a mild, a very mild, flirtation with Billy. But I gave my imagination free rein. In the morning, instead of feeling that I faced another long day with no high lights, just the prosaic duties of a prosaic life, I thought of Billy. Would he go by our house on his way to his place of

business? Would he find time at lunch to drop in? And would he take me and Junior to the picture show that evening, Richard being too tired?

When standing at a window and I saw his tall figure stride past, I always waved my hand. He waved back, and I returned, thrilled, to my ordinary work. It was like a play, and I an actor in the drama. Billy served a purpose. He caused me to forget that life was dull, that Richard had forgotten romance and all it stood for. So I let events take their way, not stopping to wonder where Billy's admiration for me and my acceptance of that admiration might lead us.

One night Richard went upstairs directly after dinner. He was suffering with a toothache. I half smiled as I took the hot-water bottle to him. Whatever befel Richard I thought must be absurd in its prose.

(To be concluded.)

Alfredo B. Hill, L. D. S.

American Dentist

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INMUEBLES	915.188.71
CAJA	17.103.146.77
VARIOS DEUDORES	29.029.160.22
VALORES DEPOSITADOS	53.858.926.99
	\$108.843.664.81
PASIVO	
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Certificados de Depósitos	23.500.—
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En 31 de Marzo de 1914

EMISION	
BILLETES HABILITADOS	
Emisión Mayor	\$ 26.618.500.—
Id. Menor	5.692.829.—
Total habilitado	\$ 32.311.379.—
A DEDUCIR:	
EXISTENCIA EN BILLETES:	9.605.090.50
EMISION EN CIRCULACION	
Emisión en circulación—Mayor	\$ 17.491.860.—
Id. id. Menor	5.213.828.50
Total	\$ 22.705.688.50
ENCAJE	
En efectivo	\$ 17.060.851.85
En monedas de níquel	42.294.92
	\$ 17.103.146.77

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legado del Gobierno. — Eduardo Ros, Sub-
Contador. — J. Enrique Lafarge, Tesorero

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THE THREE AMERICAN FAVORITES:

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Gilbey's Old Tom Gin

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are sold all over the town, but if you cannot get them from your purveyors, please let us know and we'll supply you direct.

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Cold Storage—English Game and Fish always in stock.

Large assortment of Best Biscuits and first class English Goods.

English York hams, raw or cooked, of the finest quality.

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ENGLISH LUNCHEONS DAILY.

Special Curry Days every Wednesday and Saturday
(Genuine Anglo-Indian Curry).

Banquets and Parties Catered For.

Ferro-Carril Central del Uruguay

LIMITADO

Trenes de Excursión

Popular Holiday and Week-end Returned Fares.

Between the undermentioned stations by ordinary trains on the following dates:—

May 1st, 2nd and 3rd.	Return available to the 4th May.
May 16th, 17th, and 18th.	18th May.
May 23rd, 24th, and 25th	26th May.

From—

Independencia to Central or vice versa	\$ 0.30	\$ 0.20
Piedras	0.40	0.35
Progreso	0.58	0.45
Junico	0.76	0.60
Canelones	0.94	0.74
Margat	1.12	0.88
Santa Lucia	1.39	1.02
Manga	0.30	0.20
Toledo	0.55	0.44
Suarez	0.66	0.52
Pando	0.82	0.64
Sauce	0.82	0.64
Santa Rosa	1.22	0.96

Children under 12 years of age—half price.

The Central Uruguay Railway will run the following
Excursion Trains during May.

9—GRAND INTERNATIONAL EXCURSION, Montevideo to Paraguay.
10—From Montevideo to Minas. Return same day.
13—From Montevideo to Canelones, Santa Lucia and Florida. Return same day.