

Carlist Pretender Reappears and Spain Is in Great Turmoil



KING ALFONSO OF SPAIN.



THE ROCK OF GIBRALTAR.



DON JAIME PRETENDER to the SPANISH THRONE.

Don Jaime, Long in Austrian Prison, Turns Up as Ardent Pro-Ally, Despite Attitude of His Followers

By F. CUNLIFFE-OWEN.

WHEN President Wilson proclaimed his doctrine of the right of nations to determine their own form of government he little dreamed that instead of making for that era of universal peace to which all his aims are devoted he was stirring up hornets' nests in every quarter of the globe. Ireland, Corea, the various nationalities that were united together, surly against their will, under the double headed eagle of the house of Hapsburg, the Finlanders, and the numerous nationalities comprised in the former empire of the Czar, the Syrians, the Arabs and the Armenians, have all taken him at his word.

The President's doctrine of self-determination have even spread to Spain, where they have added to the many troubles of that much afflicted country—a country which, with a model king, finds it impossible, apparently, to secure a government that satisfies the various rival parties by which the kingdom is literally torn asunder. There, too, the question of nationalism, always latent, has been revived in all its intensity. The Basque and the Catalan nationalist movements are the most important, at any rate from an American point of view, and they each aim at home rule, of such a character as to subordinate the remainder of Spain to their respective dominion, or else at complete separation from the kingdom, which they claim is a drag upon their

development and an intolerable handicap upon their prosperity.

And now, to add to the general confusion in that Land of the Hidaigos, Don Jaime has reappeared on the surface, after four years of detention in Austrian captivity, and has reduced the Carlist party, of which he is the chief, to a state of something akin to chaos. Throughout the entire great war the Carlists have been conspicuous by their ardent championship of the cause of the Central Powers and by their animosity to the Entente. Germany's army of agents in Spain found in the Carlist party their principal ally. The various organs of the Carlist press were wholly at the service of the Kaiser, and published only such news as was derived from Teutonic sources or colored to accord with the views of the Kaiser. He was extensively represented among the lower classes of the Spanish clergy and among certain religious orders—though not among the hierarchy—and thanks to this many a rectory, many a monastery and many a convent became the centre of German propaganda. The provincial aristocracy and land owning class, which for a hundred years past has always leaned strongly toward Carlistism, likewise gave its sympathy and good will to the cause of Germany as against that of the Allies.

Suddenly there emerges from his captivity Don Jaime, the only son of Don Carlos, the sole hope of the Carlist party, and to whom all Carlists are supposed to accord the allegiance due to those whose claims thereto are based on legitimacy of descent and right divine, rather than upon the will of the people or constitutional obligations. Don Jaime ever since the outbreak of the war has been kept under close arrest at the Chateau of Frohndorf, which, situated in lower Austria, was inherited by him from his mother, to whom it was bequeathed by her uncle, that Count New York, who as a little boy reigned for twenty-four hours over France under the name of Henri V.

If Don Jaime was interned in his Austrian chateau and was kept in a state of incommunicado, cut off from all intercourse with the outer world, it was because he was a cavalry officer of the Russian army, in which he had served for a number of years, and

in which he held a commission of Colonel of the Grodno Hussars of the Imperial Guard. When on his release, after Austria had been obliged to liberate all her prisoners of war, he arrived in France and ascertained for the first time that the various Carlist leaders, and in fact all the principal members of his party, had sided in the great war with the Central Powers who had held him a prisoner, he was beside himself with anger. They endeavored to excuse themselves by declaring that they had been led to believe that he had remained in Austria of his own free will, and as a guest of the house of Hapsburg. This he waived aside as ridiculous, on the ground that his very silence and the stoppage of all communications from him, should have awakened their suspicions, and have convinced them that he was being detained against his will.

Don Jaime for Allies.

So that there might be no further doubt about where he stood, Don Jaime issued a manifesto proclaiming his devotion to the Entente cause, vigorously censuring the principal leaders of the Carlist party, especially the Marquis of Canabio and Don Vasquez de Mella, who, he insisted, had been aware of his views and who had taken advantage of his imprisonment to pursue a policy absolutely opposed thereto and repudiating them as his lieutenants and representatives; while he likewise announced that he had entirely reorganized the editorial forces of all the Carlist press in Spain, notably of the *Correo Espanol*, placing it under the direction of Don Francisco Melgas, a man of letters of considerable note, and a warm friend of the Allies.

Since there can be no Carlist or Legitimist in Spain without Don Jaime, who is still unmarried, the influential Carlist party in Spain, which has always been a distinct power in the politics of the Peninsula, has no alternative but to yield obedience to his orders, and to renounce its business Germanism, or else to go out of business altogether as a political organ-

ization and as a factor in the public life of Spain.

Don Jaime is well known to a number of American newspaper men, whose acquaintance he made during the war in Manchuria between Russia and Japan in 1904 and 1905. Unable to secure a command at the front, he obtained permission from the War Department at Petrograd to proceed to the scene of the conflict as a Colonel of the General Staff of the Muscovite army, and as the correspondent of an official military paper published at Petrograd, the articles of which were syndicated to French and English journals of an analogous character. He took advantage of the role of correspondent to associate with the various newspaper representatives attached to Gen. Kuropatkin's headquarters and acquired in that fashion a new outlook into life.

It is no secret that until the outbreak of the great war in 1914 he deprecated any activity among his followers in Spain against his kinsman, Alfonso XIII., and there is a considerable amount of mutual regard and good will between the two cousins. Owing to this Don Jaime's frequent visits to Spain and sojourns in the kingdom were quietly permitted, and orders were given to the authorities throughout the country not merely to refrain from molesting him but to actively reorganize the editorial forces of all the Carlist press in Spain, notably of the *Correo Espanol*, placing it under the direction of Don Francisco Melgas, a man of letters of considerable note, and a warm friend of the Allies.

America's interest in Spain and in her present troubles, which threaten to rend her asunder, are mainly of an economic character and have in the last eighteen months assumed an even still greater importance than before the war. Bird migration is the vast American undertaking of converting the port of Vigo into a new commercial entrance to the continent of Europe from the Atlantic. The project already in

process of execution, financed jointly by United States and Spanish capital, provides for shortening the trip from New York to Paris by at least twenty-four hours. It is understood that much of the enormous quantities of American dock and port equipment at Brest will be turned to excellent account at Vigo, which is situated in one of the most important industrial districts of the Peninsula, possessed of great mineral wealth.

It is a very curious fact that although Spain has appeared for some time past to be on the verge of a revolution, culminating in a disintegration of the nation, as now constituted, more foreign capital is pouring into the country than ever before in its history. With the sanction of the Governments of the United States, of Great Britain and of France, huge sums are being invested by the financiers of these three countries in Spanish enterprises of one kind and another, and wherever it is possible to find any German interests in Spanish concerns they are being bought out by groups of ally business men working in harmony with one another. At first sight this would convey the impression that England, France and the United States were convinced of the stability of the Government of Spain, and entertained no fears of any revolutionary changes in that country. But this is not the case. If the Entente Powers do not hold back, it is because they know full well that their monetary interests would not suffer, and that their investments might prove even still more fruitful at any rate in the northern regions of Spain, were a secession of the Basques and Catalonians to take place, from the remainder of the kingdom.

If a Revolution Came?

Any revolution in Spain—and it may occur at any time—would differ from the usual form of upheavals in this kind in monarchical countries, in that it would be directed, not against the

King and his dynasty, nor even against the Cabinet now in office, but against the national system of government, which, long blighted by a reactionary bureaucracy and by utterly selfish and rotten politics, paralyzes all progress, has no care for the welfare of the people and remains an obstacle to every reform and to the economic growth of the nation. No one realizes this more thoroughly than Alfonso XIII., one of the most advanced Liberals of the peninsula, born and bred to these views by his mother, Queen Christina, who throughout her sixteen years of regency found in the old Liberal statesman, Sagasta, her most trusted and devoted friend and political mentor.

Each Liberal administration in turn has sought to clean out the Augean stable of Spain's political and administrative abuses but without avail, and it now looks very much as if some revolutionary coup would be needed to emancipate the nation, its popular and chivalrous King, its industries and its trade, from conditions that are daily becoming more intolerable. A revolution would not diminish, but increase the vast import trade from America, comprising coal, oil, manufactures, raw materials, and above all cotton—a trade which, quadrupled during the war, amounts now to considerably over \$100,000,000 a year.

It is not without having made an exhaustive study both of the present and of the future in Spain that American capitalists have invested so heavily in the Vigo port and railroad enterprise. Moreover, if English financiers have last year invested some \$15,000,000 with the sanction of the British Government in the establishment of immense construction works at Bilbao, it may be taken for granted that both they and the English Government have assured themselves of the safety of the enterprise regardless of any revolution that may take place at Madrid.

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under his racing cognomen of Duke of Toledo. It will be the first occasion of his colors being seen on the English turf. He is devoted to horse racing, which he has done all in his power to promote, and thanks to his efforts and to those of his Liberal Premier Count Romanones, of the Marquis de la Mina and other of his personal friends, who each maintain big stables and stud farms, horse racing is gradually supplanting bull fighting as the principal national sport.

Don Alfonso will be welcomed with all the more warmth in England, now that her people have become convinced that neither he nor his Government have taken any steps at the Peace Congress at Paris to recover possession of Gibraltar, which it was widely reported to have been the real object of Premier Romanones's visit to the French capital and of his several visits to President Wilson. It was alleged that Spain was prepared to give in exchange Ceuta, on the opposite side of the Straits, but it has since been made thoroughly clear that she would not dream of anything of the kind. Her statesmen and the various organs of her official press have proclaimed that Ceuta is as Spanish as Malaga or Cadiz, that its population of over 100,000 Spaniards cannot be traded as if they were a flock of sheep. On the other hand the people of Gibraltar are not Spaniards. They are English at heart and by parentage, born and bred under the English flag, and they regard Gibraltar nothing but reincorporating Gibraltar with Spain.

Whatever revolutionary coup takes place in Spain will be precipitated by the crisis in connection with Catalonia. The Catalonians have always considered themselves as a race apart from the remainder of Spain, possessed of a different language, different ideals, different tastes, different economic interests. Their nationalistic aspirations, always so strong, have been further aroused by the fact that both they and the English Government have assured themselves of the safety of the enterprise regardless of any revolution that may take place at Madrid.

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Affairs in Land of the Don Threatening, but American Interests Are Safe Even if the Monarchy Falls

Does not the King of Spain, but his own sovereign Count of Barcelona. The Basque provinces already enjoy a large amount of home rule, not based on any written pact or statute, but by virtue of evolution into a state of affairs to which the Madrid Government has been forced at various times to give its consent, because it was not able to do otherwise.

Catalonia, which may be compared to the great manufacturing and commercially important counties of Lancashire, York, Stafford and Warwick in England, has followed in the lines of the Basques and has amalgamated all the diverse interests of this northeastern portion of Spain into a great Catalanian Union, against which the Government at Madrid is powerless. At the head of the union stands a statesman of exceptional ability, Senor Cambó, and he has made it thoroughly clear to Madrid that Catalonia must be accorded the same degree of self-government as the Basque provinces, and independence in the matter of tariff relations with foreign nations or else she will secede from Spain.

There is still a third alternative, namely, the subordination of the remainder of Spain to Catalonia. But even then there would be the difficulty of reconciling the economic interests of the Basques with those of the Catalonians. The issue of the present crisis, therefore, resolves itself either into the disintegration of the various groups of provinces of Spain, into a federation of autonomous states, under the crown of Alfonso XIII., or in the radical transformation of the entire system of political representation and bureaucracy, and the establishment in its stead of an entirely new and up to date system of government representing the real interests of the people.

With Airplanes Thick as Birds, There's Peril Lurking for Both

NOTHING about the future course of human events is more certain than the rapid development of aircraft of both orders, dirigibles and planes, and their successful utilization in commerce and public service. It no longer takes a seer to foretell man's progress in the air. Anybody with imagination enough to come in when it rains is aware that if the world is granted five years of general peace dependable airplane mails will be in operation on every continent, that the Atlantic will have been flown not once but many times, that passenger and even freight transportation will exist and be advancing about as such traffic by rail was doing a hundred years ago.

All of which is thrilling and glorious assurance from man's point of view. But man is not the only subordinate inhabitant of the plane. He has associates who have interests that parallel some of his own. When his science brings forth a device that alters the whole of his living arrangements it is bound to do something to theirs. They are not adaptable as he is. We can hardly expect him to drop such a device on their account—the American transcontinental railroads, for instance, were bound to go ahead, regardless of the comfort of the buffaloes—but at least as he goes ahead—he carries them in the courtesy of a moment's consideration.

No One Will Prophecy.

The wild bird is man's particular associate who will naturally be most affected by aerial traffic. What the effect will be and how it will work out there is no predicting with any honest assurance. If you know birds a little and have ever seen a plane and a blimp, your speculation is as good as any one's. The bird men do not pretend to have an opinion.

Incidents Already on Record Show Dangers of Collision Between Machines and Feathered Fliers—Effect of Aircraft in Lanes of Migration Problem to Be Solved

And those of certain species that can make split second time over short distances when they are frightened and trying to escape. Certainly 150 miles an hour beats the best time of most of the feathered creature.

It follows that birds can be hunted as with automatic shotguns from the air, and can only escape by taking cover on earth or by diving. This has been done. An instance of it was reported before the war from one of the finger lakes of central New York. The aviator got above a flying flock of ducks and killed several, just as a hawk might if a hawk could use a gun. He was fined by a magistrate under the law which forbids the shooting of wild fowl from a power boat. During the war there were stories of similar feats near aviators' training fields.

But the main interest in this matter is the relations of wild birds and aircraft in the possibility of established air traffic deranging the bird migrations. Here is something worth thinking about and something to watch with the liveliest interest as air traffic is developed. It would be easy to turn on an enterprising imagination and argue that the annual journeys of most migratory birds will be so troubled by aircraft that migration will be largely discontinued. Then one could go on to show how agriculture must suffer as a result.

Will This Bring Mosquitoes?

A sufficiently poetic pessimist might go further—he might reason that with insect eating birds no longer visiting the temperate zones in summer the natural checks on the increase of mosquitoes, black flies, "punkies" and the like would cease to operate, and in a

majority of summer residents with us would not be worth living. From here, by easy stages, the end of the world could be predicted.

Bird migration is a complicated subject. For present purposes it will suffice it to say, sketchily, that the New York State lowlands and the non-mountainous uplands are visited by bird migrants of three classes. The first and greatest class come to us from the south in spring, breed here and depart for the south in fall.

The second class do just opposite, coming down from the north in fall and early winter, remaining during the winter months and returning in spring to the northern forests or even the sub-Arctic tundra, where they breed. The third class winter south and summer north of us, and we see them for a few days in spring and a few in fall as they pass through—stopping over on their tickets, so to speak, for food and rest.

Economically these last, the transients, are not of great importance to ourselves but are to the dwellers and tillers of the soil at both ends of their journey. The summer and fall migrants, however, furnish the bulk of our useful bird population. Most of the insect and seed eaters are among them. So are some of those birds of prey which destroy small mammals that ravage the crops. Likewise some of the scavenger and inland water scavengers.

Air Full of Birds.

Whatever may be the reason why birds migrate, the present point is that many of them do. With us the seasons of migration are, roughly, April-May and September-October, those being the months in which the

majority of summer residents with us come and leave and the summer residents further north pay us their visits in passing.

Although birds are guided mainly by sight, hearing is also of assistance to them in their migrations. Indeed, at night young birds who never have made the journey before must rely largely upon this sense to direct them. It is difficult for us to realize that on favorable nights during the migratory season myriads of birds are passing through the dark and apparently deserted air above us. Often they are so numerous as to form a continuous stream, and if we listen we may hear their voices as they call to one another while flying rapidly onward.

"Some idea may be formed of the multitude of birds which throng the upper air on favorable nights during their migration by using a telescope. One having a two inch object glass will answer the purpose. It should be focused on the moon, when the birds in passing are silhouetted against the glowing background. At the proper focal distance they appear with startling distinctness. In some cases each flying bird can be detected, and with a large glass it is even possible occasionally to recognize the kind of bird.

"Observations of this kind should be made in September, when the fall migration is at its height. On the night of Sept. 3, 1887, at Tenafly, N. J., a friend and myself, using a six and a half inch equatorial glass, saw no less than 262 birds cross the narrow angle subtended by the limits of the moon between the hours of 8 and 11. Observations made several years later in September from the observatory of Columbia University yielded closely similar results.

Man Plotting Air Lines.

The reader now has a conception of the importance and extent of the bird migrations. They occur on every continent. Europe, temperate Asia, temperate Africa and temperate South America depend on migration, as we do, for a great part of their bird popu-

lations during their agricultural seasons. Through the air lanes used by these armies of feathered soldiers of the common good man is already beginning to plot air lines of his own. The New York-Chicago airplane mail may be a joke at present; it is only a question of time before it will be as much a fixture as the Twentieth Century Limited. And it will be but one of hundreds of airplane lines, not all well eastward and westward. The northward and southward routes will probably in some cases follow the very highways of the birds.

Every one knows how the noise of an ordinary airplane engine of any type now in use fills the whole dome of the air and sky from horizon to horizon. Doubtless in time there will be silent airplanes, but probably not before overland traffic is established and extensive. To foresee an early time of aerial traffic congestion anywhere would be too fanciful, yet airplanes are to pass in the dark, especially in thick or stormy weather, they will necessarily show lights.

As for altitude, if birds journey a mile or two above the earth, 10,000 feet, nearly two miles is commonplace airplane work now; why, 5,000 feet was made at Belmont Park in 1910.

What Will Happen?

In brief, we are about to invade the birds' cloud and star light highways, to invade them regularly, systematically, and to do it with a roaring, head lighted contraption of twice the speed of an express train, and a big object in view, a traveler with an eye for bird life, who will easily distance the average bird that is flying in the same direction. The timid migrants that take to the heavens for security are about to encounter this nightmare. Since both birds and aviators are favored by settled weather, the nights of spring and fall when the aerial rivers of birds are flowing most profusely will be the nights when planes will be most numerous aloft.

How, then, will the airplanes affect the birds?

The writer can find nothing in print of assistance to conjecture. We know how sensitive some birds are to the mere shadow of a big object passing over—a sensitiveness, of course, associated with experience of birds of prey. On the other hand, we know how readily even shy species accustom themselves to man's gunshots when the latter settle into a routine. Birds are not so sensitive to noise as a home bred yard bird, you tried it, he open and on foot will perch placidly on a fence post at the edge of the railroad embankment and scarcely turn their heads as your fast train goes thundering by.

If a continental system of air routes were to be filled by thousands of planes incessantly plying within one or two seasons of the present time the migrating birds could not be expected to adjust themselves to the invasion, and almost any unfortunate result in the bird world might be looked for. But if the increase of aerial traffic is reasonably gradual, then the birds presumably will adjust themselves to it and go on migrating very much as usual.

The giant dirigible of the Zeppelin type could conceivably sweep some queer channels of a special kind among the birds. It would be interesting to learn if birds have ever been observed to perch on the rigging of a Zeppelin in flight and ride with it throughout its voyage. All ocean travellers know how a tired wild wandering land bird sometimes takes refuge in the rigging of a ship far out at sea and remains with the ship, being regarded by the sailors as an omen, so that they try to supply its needs of food.

When dirigibles begin crossing the Atlantic in thirty hours it is not going too far to conjecture that in time if not at first they may inadvertently introduce an occasional American wild bird or two into European covers, or vice versa.