

Europe, looks upon the unals of the countries he passes through as being in the main mere picturseque features that add to the interest of the landscape, but have been rendered practically obso commercial sense by the

building of railways. He sees barges upon them, to be sure, and in winter he is delighted by the sight of the people of Holland skating along the frozen water courses. But he would be astonished if he knew the important part the canals and canalized rivers, play in the economic life of European nations.

Canals, as they were originally constructed, cannot compete with railroads, but as the latter have spread over the land, the waterways have been altered to meet the new condi-Their chief mission in these inys is to connect the centers of popsintion and industry with the coaststo make them seaports-and this has been accomplished to an extent that is surprising to the uninformed.

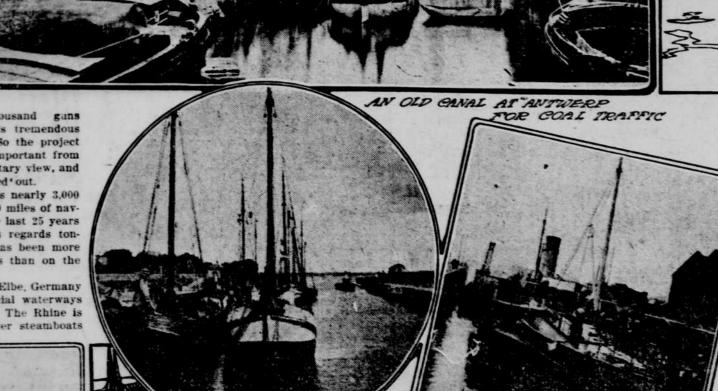
The pressure of international competition is mainly responsible for the extensive improvement of waterways in the continental European countries that have the highest degree of industrial development. Every manufacturing country, district or city, if it is to prosper, must be able to meet this competition and to assemble materials as chenply as possible from all parts of the world, and be provided with facilities for placing its goods cheaply and readily upon the chief domestic and foreign markets. The countries of the continent, recognizing this, have adopted the policy of providing with equal care for the development of both railroads and waterways. In Great Britain, on the contrary, with the exception of two canals in Scotland, the inland waterways, both rivers and cannis, have been improved and are



steaming under the thousand guns that arm King George's tremendous fortress on the rock. So the project seems almost equally important from a commercial and a military view, and doubtless will be carried out.

Altogether, France has nearly 3,000 miles of canals and 5,000 miles of navigable rivers, and in the last 25 years the rate of increase as regards tonnage and ton-mileage has been more rapid on the waterways than on the railways.

in the Rhine and the Elbe, Germany possesses two commercial waterways of the first magnitude. The Rhine is navigable for small river steamboats



EAST END KIEL CANAL SHIPS ENTERING LOCK physical connections between rail- fine fish. roads and waterways at all inland "There is a lot of land yet that has

WILL LOOK TO **CANADA FOR WHEAT** 

ONE REASON WHY AMERICANS GO TO CANADA.

In the Chicago Inter-Ocean of a few days since reference was made to the fact that in 1909 the United States raised 737,189,000 bushels of wheat, and last year grew only 695,443,000, a decrease of 41,746,000 bushels. The article went on to say: "True we raised last year more than enough wheat for our own needs, but it is apparent that if production continues to decrease in that ratio we will scon be obliged to look to other countries for wheat to supply our rapidly increasing population."

The purpose of the article was to show that reciprocity was to be desired. This is a question that I do not propose to deal with, preferring to leave it to others who have made a greater study of that economic question than I have. The point to be considered is, with the high price of lands in the United States, and with the much lower priced lands of Canada, and their ability to produce probably more abundantly, is it not well for the United States farmer to take advantage of the opportunity Canada

Owing to the level condition of the affords with its lower-priced lands country, the construction of a canal and take a part in supplying the needs in Holland involves but comparatively of the United States, which it is quite little labor and expense. Many of the apparent must come sooner or later? canals are used constantly as substi- It is probable there are now about tutes for public highways, and in the 300,000 American farmers in Western winter their frozen surfaces offer con- Canada, cultivating large farms, and venient roads for the skaters who becoming rich, in the growing of 25throng them on their way to and from and 30-bushel-to-the-acre-wheat, in promarket and about their various occu- ducing large yields of oats and barley, pations. So complete is the canal and in raising horses and cattle system that by means of it a resident cheaply on the wild prairie grasses of Rotterdam could breakfast at Delft that are there, both succulent and or The Hague, dine at Leyden and abundant. All these find a ready marsup at Amsterdam, or return to his ket at good prices. Amongst the home before nightfall. Since not only Americans who have made their homes the surface but the beds of many of in Canada are to be found colonies of Holland's canals are above the level of Scandinavians, and all are doing well. land, the drainage is of the greatest I have before me a letter from an importance. This is effected by means American Scandinavian, now a Canaof pumps worked by the windmills dian, an extract from which is interthat are such a characteristic feature esting. Writing from Turtle Lake, of the Dutch landscape. The banks of Saskatchewan, he says:

the canals are maintained by the fam- "I came up here from Fergus Falls, ilies that live along them, each being Minn., October 24th, 1910, and thought assigned a portion to keep in repair. I would let you know how I have been Emory R. Johnson, professor of getting along. We had a very mild transportation and commerce in the winter up to New Year's, but since University of Pennsylvania, who re- then it has been quite cold and lots of cently made a study of European wa- snow, but not worse than that we terways, as the special representative could be out every day working, even of the National River and Harbor con- though we had 65 below zero a few gress, calls attention to the way in times, but we do not feel the cold which Germany, France, Holland and here the same as we did in Minnesota, Belgium have co-operated in estab- as it is very still and the air is high lishing standard dimensions for their and dry. This is a splendid place for canals and barges, and connecting cattle raising and mixed farming. their systems. In this manner the There is some willow brush and small through shipment of international poplars on part of the land, which is traffic has'been facilitated. "Another rolling and covered with splendid feature of the waterway policy of grass in the summer. Not far from these European countries," he says, here there is timber for building ma-"is that care is taken to provide wa- terial. There are only 8 Norwegians terways with adequate terminal and here, 6 Scotchmen, 2 Germans. The harbor facilities, and to make such lake is 20 miles long and full of very

harbors as to guarantee the easy and not been taken and room for many age are small so that rates are very ates a mind picture of canals, and in- economical transfer of traffic from settlers, and we wish you would send

operated by corporations. The British government is considering the advisabilty of changing its policy toward WRITTERYS.

Of all the continental countries, France has spent the most on canal navigation. Her extensive plans for waterway development, adopted in 1879, provided for a system by which the waterways should be all connected with each other, and with the chief centers of population and industry. They are mainly owned or controlled by the state, but when in 1992 a law as far as Basel, just across the Swiss

was passed providing for the construc- frontier, and small sea-going steamtion of new waterways, it stipulated ers ascend it as far as Mannheim. This that the beneficiary parties or locali- mighty river has been improved by ties must advance at least half of the the Germans at a cost of more than total cost. The interests making this \$12,500,000, and its waters bear an imcontribution are permitted to recoup mense traffic in coal, iron ore, iron themselves from tolls or dues, and and steel manufactures and other from a monopoly of providing towage heavy freight. . The Rhine valley, or traction. Three canals, one from dotted with picturesque ruined castles Cette to the Rhone, one from Mar- and saturated with legend and roseilles to the Rhone, and one from, mance, is also one of the busiest disthe coal fields to the Oise river-the tricts in all Europe, for it is densely Canal du Nord-are now being con- populated and contains numerous imstructed under these conditions.

The most important of the commer- nect the Rhine with the Meuse, Saone, cial waterways of France is the Seine Seine, Danube and Ems rivers. The river, and there is an immense traffic Rhine-Rhone canal follows the course upon it between Havre and Rouen and of the river from Strassburg almost Paris. At large expense it has been to Basel, and is generally used instead canalized and provided with locks and of the river.

lateral canals, while other canals con- The Elbe is second only to the nect the river through its tributaries Rhine in commercial importance. It with the Loire, the Rhone, the Rhine, is navigable throughout its whole the Meuse and the Scheldt. Another course in Germany and along it lie claborate system of main and later some of the chief silver and coal al canals that carries a vast tonnage mines, salt fields, sheep pastures and to Paris connects the capital with beet-root areas in the empire. More-Dunkirk and Gravelines, and between over, it links Berlin, the capital, with Paris and the Belgian and German Hamburg, the chief port, by the canals frontiers there is a perfect network of the Havel and Spree river systems. of waterways. The western and south- The Weser, the Oder, the Vistula ern parts of the country are nearly as and other rivers are of great imporwell provided with canals. The Canal tance as commercial highways, and du Midi, which, running from Bor- go to make up Germany's grand total denux to Cette, connects the Bay of of nearly 6,000 miles of navigable riv-Hiscay with the Mediterranean, en- ers, of which about 1,400 miles are ables the former city to supply the canalized. whole of southern France with the

and important project-nothing less verses Schleswig-Holstein, saving two than to convert the waterway into a days' time by steamer between Ham- bread, a small plate of boiled rice, and ing animal and that of the meat-eating, of man. ship canal by which seagoing vessels burg and all the Ealtic ports of Ger- a glass of water; he would luncheon or omnivorous, animal, such as man. The primitive ancestors of Euro and the warships of France could many. This canal was begun in 1887 pass from the Atlantic to the Medi- and was opened to traffic in 1895, and Straits of Gibraltar. The people of thus supplying a continuous water-



GPAIN

portant industrial cities. Canals con-

I'm sorry for him. I once knew a their own.

Germany's canals are many, their Midi, the French government has long ant internationally is the great North

terranean without being exposed to is a source of much pride to Emperor airy nothing, and then he would top off anybody could be in such circum-the violent storms of the peninsular William. The Ludwigs canal in Bava- the day with a piece of cake and a stances and on such a diet, but he amount of irregularity in their feedcoast and without passing through the ris united the Danube with the Main, cup of tea-always weak tea, too.

THE MANCHESTER TERMINUS OF THE CANAL

A waterway expert has said that there portation down as low as it might be, old time commercial importance.

How Vegetarianism Hurts Us

By M. A. LANE, SC. B.

(Former Research Fellow in Physiology, University of Illinois.)

reasonable and the total of heavy traf- deed that little land of dykes and cars to boats and water to rails. It is some settlers up here, as there are fic is large.

MANCHESTER CANAL

through an all-too- hear the police coming to take him in. which he moved.

limited and not You couldn't persuade that young

but the government's charges for lock- Mention of Holland instantly cre- to Antwerp.

ditches is completely cut up into realized that terminal facilities and fine prospects for them, especially for Through close and effective study small islands by its extensive system rail connections are as essential a part those who have a little money to start

navigable throughout their entire country is especially favored by ana- cilities. At 43 of these terminals the length in Belgium, and many of their ture, for the Rhine, entering Holland, direct transfer of goods from trains will try to meet his wishes. tributaries have been canalized. In ad- divides up into numerous arms, the to boats and river to rail is possible.

dition to these natural advantages, chief of which are the Waal, the Lek Many of the harbors include large there are canal systems that unite and the Yssel. The Meuse joins the basins, some of which are used for Brussels and Louvain with the Rupel, Waal, thus mingling its waters with the transfer and storage of commodi-Brussels with Charlerol and Mons those of the Rhine, and all of these ties, while others are constructed to verses by the renowned Thomas Moore with Conde. Then, too, there are two rivers carry an immense traffic. Four- enable big industrial plants to locate which he liked very much. Forthwith fine ship canls which by uniting Ghent fifths of the river trade of Holland is on water frontage. Each city con- the buzz of inspiration circulated are too many small craft on the Ger- and Bruges with the sea coast have carried on the Rhine and the Waal. structs is own harbor with but little, through his brain, and the next thing man canals to keep the cost of trans- restored to those cities much of their The Scheldt has its estuary mainly if any, aid from the state, the expense in Holland and carries ocean vessels being borne by the city, aided in some instances by private interests."

always accompanies vegetarianism. He by a long and lazy rest.

of economical transportation Belgium of waterways. They cross and inter- of the projects for making waterways with. Send them here to Turtle Lake, has built up an excellent system of lace one another like the threads of useful as are reliable channels of ade- and we will show them the land, if canals and canalized rivers, 29 in num- some large fishing net. The North quate width and depth. The Rhine they have secured plats, showing the ber. These are used partly for trans- Holland canal was considered, until river, for instance, has 62 harbors vacant lands, at the Dominion Lands portation and partly for irrigation. recently, to be the finest of the kind in equipped as fully as commercial needs office in Battleford. Send us up some Both the Meuse and the Scheldt are Europe. The southern part of the require, with storage and transfer fa- good Scandinavians this spring." The Canadian government agents

Poor Tom.

A very youthful and entirely unknown musical composer read some he knew he had evolved a tune which went right prettily with the words of the Irish poet. Much elated, the very youthful composer took the product to a publisher of popular songs and sang his work. And although he might not the hunt, active, bright-eyed, alert, vig- it to him. The publisher shook his have admitted it were he charged with orous and pushing. Then, with a head.

it, I knew he was afflicted with a dis- successful kill, there would naturally "The music's all right," he opined, order of the digestive apparatus that be a little gorging of meat, followed "but the words are bum."

I sometimes despair for the future | "lentil cutlet," with two bananas for was, in fine, the victim of a prejudice Now, while we, their descendants, With a smooth iron and Defiance of the human race when I see some dinner! And after this desperate that left him unequal to the work he are not quite as savage or quite as im- Starch, you can launder your shirtpoor man or poor plunge into the flesh pots of Egypt was compelled to do, and which he was provident as were our primitive fore- waist just as well at home as the woman trying to he would always feel as guilty as if doing at the expense of his health. fathers of the jungle or the prairies, steam laundry can; it will have the worry along he had just robbed a safe and could happiness and success in the world in and while it is true that we are not proper stiffness and finish, there will distressed with alternate scarcity and be less wear and tear of the goods, Upon what grounds does the prac redundancies of food, we inherit the and it will be a positive pleasure to over-joyous life on man that he was slowly but certainly tice of vegetarianism rest its claims! stomachs and the general digestive ma- use a Starch that does not stick to a diet that is fit killing himself. Had you stood him up The answer is, on no grounds what chinery of those active old fathers of the iron.

> Home Training. Mother-Robert, come here to me

on their reputation as men of science, over his left shoulder at the moon, or us. Unfortunately, however, most of instantly! but on their decency and honor as sees a black cat on the thirteenth day us have to attend to business year in Robert-Aw, shut up! Mother-Robert, how dare you talk around the woods digesting off our to me like that! Say: "Mamma, be quiet."

> Constipation causes and aggravates many serious diseases. It is thoroughly cured by Dr. Pierce's Pleasant Pellets. The favorite family laxative.

> A woman's mind enables her to reach a conclusion without starting.

> > Heartburn!

Then you really need

Hostetter's

Stomach

It tones the stomach.

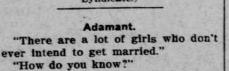
Bitters

DID YOU SAY?

tific intelligence. There is a "soul of regular and fairly frequent intervals; young man who was trying to do the It would be a good thing if all men truth" in vegetarianism, as there also go without meat altogether for a week very hardest kind of work-the mixed and all women were early in their may be, so far as you or I know to or so; be vegetarians, not regularly, Prench colonies which it imports. The lands and of the belief that if you to be togething like index that a healthy rabbit if mean actual study, from the thing is a black tabby on Friday the thirin connection with this Canal du their improvement. The most import-sidi, the Prench government has long and internationally is the great North under consideration a most interesting Sea and Baltic ship canal, which tra- absolutely unlimited. This young man -on the vast differences between the thereafter. This soul of truth takes us from it the health and happiness we would make a breakfast of a bit of digestive apparatus of the plant-eat backward a bit in the natural history need. The vegetarian is therefore herewith supplied with a "scientific princi-

ple" as sound and as negotiable as a on a small quantity of butter-beans. The young vegetarian mentioned pean races, like the savage races of or some other equally insubstantial above was very brave; as brave as the present time, were naturally fitted golden eagle. But if he adopts it he will have to cut himself in two. (Copyright, 1911, by the Columbia Press Syndicate.)

would often look with longing eyes on ing. Sometimes game would be plenty. Occasionally he would go on what the steaks and chops his companions and sometimes it would be scarce. France never lose sight of the possi- way from the North sea to the Black might be called a veritable "feed- consumed at table, while he himself When it was scarce, or not to be had bility of war with Great Britain, and sea. The Plauen canal connects the ing bat," and would wildly was sturdily punishing himself with at all, those primitive ancestors of thip canal pian appeals to them Elbe with the Havel, and there are dissipate on two bananas for rice and other wholly unsavory dishes. ours were necassarily limited to a especially because it would relieve systems connecting the Oder with the breakfast, boiled rice with green corn Also he was rather dim of eye and starvation diet. They were very hungry, their navy from the necessity of Elbe and the Memel with the Pregel. and an apple for luncheon, and a not specially active on his feet or at and their bunger made them keen on



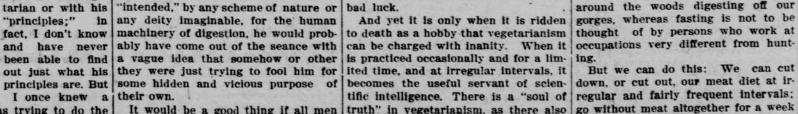
But we can do this: We can cut

"I've proposed to several."



The months definite been accorded permission to pass large consignment of rifles to Texas. | hotel.

and there isn't a manager's job in the The fans were wild. Talk about your adays the big leaguer has to have the world that can induce me to leave." world's series enthusiasms, it hasn't a fines, there is or else he suiks



only for guinea before all the physiologists of the soever, unless it be those of the man ours, and a reasonable degree of alterpigs, rabbits and world, to be assured by them not only who has an "idea" that if he looks nate gorging and starving is good for kine I have no quarrel with the vege- men, that that sort of a diet was never of the month, he is dead sure to have and year out, and we cannot lie idle