Mrs. Fowler's Free Lectures

At Astoria Theatre beginning Thursday, Feb. 27, 8 p. m., "Brain, the Tap-Root of Life," to all; Friday, Feb. 28, 8 p. m., to all; Sunday, March 1, 2:30 p. m., to all.

gentlemen only; Thursday, Feb. 27, 8 p. m., to all; Friday, Feb. 28, 8 p. m., to all; Sunday, March 1, 2:30 p. m., to all.

Phrenological examinations and health consultations given daily at Occident Hotel, from 9 a. m. to 9 p. m., till March 11th. Her classes on the use of electricity to cure disease will begin March 3rd at 2:30 and 7:30 p. m.

Some of the Trials of Writers.

Professor Lounsbury of Yale calls attention to some of the difficulties of English grammar with which writers have constantly to struggle in their desire to avoid obscurity and be correct at the same time. In Harper's Magazine Professor Lounsbury takes up the use of "whose" as a relative pronoun referring to inanimate objects and justifies its use since nothing better can be devised. He discusses the use of the singular pronoun with the word "everybody," as in "There everybody met his friends." This is manifestly inadequate, and "his or her friends" is clumsy. Jane Austen, writes the professor, avoided the difficulty by using the plural pronoun, as in her sentence, "They say everybody is in love once in their lives." He thinks no satisfactory solution of this problem can, in the nature of the case, ever be reached.

MADE IT RIGHT.

Yet It Was Not Easy For the Salesman to Grasp the Boss' Scheme.

In one of the suburbs of London there is a wholesale firm the senior member of which may be known as Mr. Blank. The firm has two traveling salesmen—a single man, receiving 30 shillings per week, and the other a married man, drawing £2 per week.

A short time ago the single man, being in the shop and looking over matters, discovered that the married salesman was receiving 10 shillings per week more salary than himself, while he (the single man) was selling more goods. He called Mr. Blank's attention to this and suggested that, as he was selling more than the other fellow, he should at least receive as much pay.

The senior partner acknowledged the apparent inconsistency and assured his man that he would look into it and if the statement were correct he would make matters right.

Another week rolled by, and when the single man came to draw his salary from the bookkeeper he was surprised to find only 30 shillings passed out to him the same as before. He demurred. The bookkeeper insisted he had received no instructions to raise his pay and referred him to the governor. Approaching Mr. Blank, he said:

"You remember, sir, I spoke to you last week about my salary, stating that, while I was selling more goods than the other traveler, I was receiving less pay, and I thought I should receive as much as he did. You assured me you would look into it and make matters right."

"Yes," said Mr. Blank, "I remember your mentioning the matter, and I made it right, didn't I?"

"Why, no; I don't see how you have, as the bookkeeper has just paid me the same amount as before. I can't see how that is making it right, sir."

"You don't understand," said the senior partner. "I have made it right. You thought you ought to have as much pay as the other man, and I have made it right by cutting the other fellow's pay down."—London Tit-Bits.

A Metaphor With a History.

To "know a hawk from a hernshaw" is a metaphor with a curious history. It is a comparison drawn from falconry. "Hernshaw" is a corruption of "heronshaw," or young heron, a bird which was a common prey of the falcons. To know a hawk from a hernshaw is therefore to be able to distinguish the falcon from its prey. A further colloquial corruption crept into the phrase, "to know a hawk from a handsaw," a form used by Hamlet in one place. Possibly the distinction between a hawk and a hernshaw was found not to be strong enough for the purposes of the proverb.—Manchester Guardian.

A Feast of Kisses.

"I once visited the little town of Halmagen, in Roumania," said a strolling player who used to wander into the odd corners of the world, "but even I—and my hair is getting a little thin, and I wouldn't take first prize in a beauty contest—got enough kisses in one day to last an average lifetime. It seems that Halmagen from time immemorial has had an annual festival, and on this day the population of about eighty villages come swarming in. Every young woman of the town, married or single, goes out on this day carrying a vessel of wine and a small garland of flowers. To every visitor they offer a sup of wine and a kiss."—St. Louis Republic.

No Death Penalty.

European countries which inflict no death penalty, however brutal or premeditated the crime, are Italy, Holland, Norway, Switzerland, Portugal and Russia, save where the lives of the emperor, the empress or the heir to the throne are concerned. The canton of Zug, in Switzerland, imposes the lowest minimum penalty in the world—three years' imprisonment for willful homicide, the maximum punishment being imprisonment for life.—London Chronicle.

INLAND WATERWAYS

Special Message of President Roosevelt to Congress,

OF WIDE-SPREAD INTEREST

"The Report is Well Worth Your Attention—It is Thorough Conservative, Sane and Just"—Represents Mature Judgment of Qualified Men.

WASHINGTON, D. C., Feb. 26.—I transmit herewith a Preliminary Report from the Inland Waterways Commission, which was appointed by me last March in response to a wide-spread interest and demand from the people. The basis of this demand lay in the general and admitted inability of the railroads to handle promptly the traffic of the country, and especially the crops of the previous Fall.

This report is well worth your attention. It is thorough, conservative, sane, and just. It represents the mature judgment of a body of men exceptionally qualified, by personal experience and knowledge of conditions throughout the United States, to understand and discuss the great problem of how best to use our waterways in the interest of all the people. Unusual care has been taken to secure accuracy and balance of statement. If the report errs at all it is by over-conservatism. It contains findings or statements of fact, a number of specific recommendations, and an account of inquiries still in progress, and it is based in part on statistics and other information contained in a voluminous appendix. The subject with which it deals is of critical importance both to the present and the future of our country.

Our river systems are better adopted to the needs of the people than those of any other country. In extent, distribution, navigability, and ease of use, they stand first. Yet the rivers of no other civilized country are so poorly developed, so little used, or play so small a part in the industrial life of the nation as those of the United States. In view of the use made of rivers elsewhere, the failure to use our own is astonishing, and no thoughtful man can believe that it will last. The accompanying report indicates clearly the reasons for it and the way to end it.

The Commission finds that it was unregulated railroad competition which prevented or destroyed the development of commerce on our inland waterways. The Mississippi, our greatest natural highway, is a case in point. At one time the traffic upon it was without a rival in any country. The report shows that commerce was driven from the Mississippi by the railways, with their convenient terminals, gave quicker and more satisfactory service than the waterways. Later they prevented the restoration of river traffic by keeping down their rates along the rivers, recouping themselves by higher charges elsewhere. They also acquired water fronts and terminals to an extent which made water competition impossible. Throughout the country the railways have secured such control of canals and steamboat lines that today inland waterway transportation is largely in their hands. This was natural and doubtless inevitable under the circumstances, but it should not be allowed to continue unless under careful Government regulation.

Comparatively little inland freight is carried by boat which is not carried a part of its journey by rail also. As the report shows, the successful development and use of our intersate waterways will require intelligent regulation of the relation between rail and water traffic. When this is done the railways and waterways will assist instead of injuring each other. Both will benefit, but the chief benefit will accrue to the people in general through quicker and cheaper transportation.

The report rests throughout on the fundamental conception that every waterway should be made ta serve the people as largely and in as many different ways as possible. It is poor business to develope a river for navigation in such a way as to prevent its use for power, when by a little foresight it could be made to serve both purposes. We can not afford needlessly to sacrifice power to irrigation, or irrigation to domestic water supply, when by taking thought we may have all three. Every stream should be used to the utmost. No stream can be so used unless such use is planned for in advance. When such plans are made we shall find that, instead of interfering, one use can often be made to assist another. Each river system, from its headwaters in the forest to its mouth on the coast, is a single unit and should be treated as such. Navigation of the lower reaches of a stream can not be fully developed without the control of floods and low waters by storage and drainage. Navigable channels are directly concerned with the protection of source waters, and with soil erosion which takes the materials for bars and shoals from the richest portions of our farms. The uses of a stream for domestic and municipal water supply, for power, and in many cases for irrigation, must also be taken into full account.

The development of our inland waterways will have results far beyond the immediate gain to commerce. Deep channels along the Atlantic and Gulf coasts and from the Gulf to the Great Lakes will have high value for the national defense. The use of water-power will measurably relieve the drain upon our diminishing supplies of coal, and transportation by water instead of rail only will tend to conserve our iron. Forest protection, without which river improvement cannot be permanent, will at the same time help to postpone the threatened timber famine, and will secure us against a total dearth of timber by providing for the perpetuation of the remaining woodlands. Irrigation will create the means of livelihood for millions of people, and supplies of pure water will powerfully promote the public health. If the policy of waterway improvement here recommended is carried out, it will affect for good every citizen of the Republic. The National Government must play the leading part in securing the largest possible use of our waterways; other agencies can assist, and should assist, but the work is essentially national in its scope.

The various uses of waterways are now dealt with by Bureaus scattered through four federal Departments. At present, therefore, it is not possible to deal with a river system as a single problem. But the Commission here recommends a policy under which all the commercial and industrial uses of the waterways may be developed at the same time. To that end. Congress should provide some administrative machinery for co-ordinating the work of the various Departments so far as it relates to waterways. Otherwise there will not only be delay, but the people as a whole will fail to get from our streams the benefits to which they are justly entitled.

The Commission recognizes that the cost of improving our inland waterways will be large, but far less than would be required to relieve the congestion of traffic by railway extension. The benefits of such improvement will be large also, and they will touch the daily life of our people at every point, uniting the interests of all the States and sections of our country.. The cost and the benefits should be equitably distributed, by cooperation with the States and the communities, corporations, and individuals beneficially affected. I heartily concur in the Commission's recommendation to this end. Such cooperations should result in united effort in carrying out the great duty of improving our inland waterways. While we delay, our rivers remain unused, our traffic is periodically congested, and the material wealth and natural resources of the country related to waterways are being steadily absorbed by great monopolies.

Among these monoplies, as the report of the Commission points out, there is no other which threatens, or has ever threatened, such intolerable interference with the daily life of the people as the consolidation of companies controlling water power. I call your special attention at the present session, to escape from the possibility of Government regulation in the interests of the people. These bills are intended to enable the corporations to take possession in perpetuity of national forest lands for the purpose of their business, where and as they please, wholly without compensation to the public. Yet the effect of granting such privileges, taken together with rights already acquired under State laws, would be to give away properties of enormous value. Through lack of foresight we have formed the habit of granting without compensation extremely valuable rights amounting to monopolies on navigable streams and on the public domain. The repurchase at great expense of water rights thus carelessly given away without return has already begun in the East, and before long will be necessary in the West also. No rights involving water power should be granted to any corporation in perpetuity, but only for a length of time sufficient to allow them to conduct their business profitably. A reasonable charge should of course be made for valuable rights and privileges which they obtain from the National Government. The value for which this charge is made will ultimately, through the natural growth and orderly development of our population and industries; reach enormous amounts. A fair share of the increase should be safeguarded for the benefit of the people, from whose labor it springs. The proceeds thus secured after the cost of administration and improvement has been met, should naturally be devoted to the development of our inland waterways.

The report justly calls attention to the fact that hitherto our national policy has been one of almost unrestricted disposition and waste of natural resources, and emphasizes the fundamental necessity for conserving these resources upon which our present and future success as a nation primarily rests. Running water is a most valuable natural asset of the people, and there is urgent need for conserving it for navigation, for power, for irrigation, and for domestic and municipal supply.

The Commission was appointed to obtain information concerning our waterways as related to the general welfare. Much work was done, but more remains to be done before a plan for their development can be prepared in detail. We need additional information on the flow of our streams, the condition of channels, the amount and cost of water traffic, the requirements for terminals, the area in each watershed which should be kept under forest, and the means of preventing soil-waste and the consequent damage to our rivers. But it is neither necessary nor desirable to postpone the beginning of the work until are the facts are obtained. We have suffered heavily in the past from the lack of adequate transportation facilities, and unless a beginning is made promptly we shall suffer still more heavily in the future.

Being without funds or an expert staff, the Commission has confined itself to principles affecting the whole problem and the entire country. Its report is a plea, in the light of actual facts, for simplicity and directness in dealing with the great problem of our inland waterways in the interest of the people. It submits no specific plans or recommendations concerning even the most important projects. The first of these of course concerns the Mississippi and its tributaries, whose commercial development will directly affect half our people. The Mississippi should be made a loop of the sea and work upon it should be begun at the earliest possible moment. Only less important is the Atlantic inner passage, parts of which are already under way. The inner passages along the Gulf coast should be extended and connected with the Atlantic waters. The need for the developing of the Pacific coast rivers is not less pressing. Our people are united in support of the immediate adoption of a progressive policy of inland waterway development.

Hitherto our national policy of inland waterway development has been largely negative. No single agency has been responsible under the Congress for making the best use of our rivers, or for exercising forsight in their development. In the absence of a comprehensive plan, the only safe policy was one of repression and procrastination. Frequent changes of plan and piecemeal execution of projects have still further hampered improvement. A channel is no deeper than its shallowest reach, and to improve a river short of the point of effective navigability is a sheer waste of all it costs. In spite of large appropriations for their improvement, our rivers are less serviceable for interstate commerce today than they were half a century ago, and in spite of the vast increase in our population and commerce they are on the whole less used.

The first condition of successful development of our waterways is a definite and progressive policy. The second is a concrete general plan, prepared by the best experts available, covering every use to which our streams can be put. We shall not succeed until the responsibility for administering the policy and executing and extending the plan is definitely laid on one man or group of men who can be held accountable. Every portion of the general plan should consider and so far as practicable secure to the people the use of water for power, irrigation, and domestic supply as well as for navigation. No project should be begun until the funds necessary to complete it promptly are provided, and no plan once under way should be changed except for grave reasons. Work once begun should be prosecuted steadily and vigorously to completion. We must make sure that projects are not undertaken except for sound business reasons, and that the best modern business methods are applied in executing them. The decision to undertake any project should rest on actual need ascertained by investigation and judgment of experts and on its relation to great river systems or to the general plan, and never on mere clamor.

The improvement of our inland waterways can and should be made to pay for itself so far as practicable from the incidental proceeds from water-power and other uses. Navigation should of course be free. But the greatest return will come from the increased commerce, growth, and prosperity of our people. For this we have already waited too long. Adequate funds should be provided, by bond issue if necessary, and the work should be delayed no longer. The development of our waterways and the conservation of our forests are the two most pressing physical needs of the country. They are interdependent, and they should be met vigorously, together, and at once. The questions of organization, powers, and, appropriations are now before the Congress. There is urgent need for prompt and decisive action.

THEODORE ROOSEVELT.
February 26, 1908.