

MORE STEAMERS LESS TONNAGE

Mississippi River Craft Lose Long Haul Freight but Gain Local.

Washington, D. C., June 12.—Captain J. F. Ellison of Cincinnati, secretary of the National Rivers and Harbors congress, now and for the past 30 years an operator and owner of steamboats on the Mississippi river and its tributaries, does not agree with William E. Curtis, a newspaper writer of note, in his conclusions based on the report of the Inland Waterway commission, regarding the decreasing tonnage of various American rivers. Captain Ellison commenting on an article recently published by Mr. Curtis in several metropolitan newspapers, said today:

Decrease of Tonnage.
"The report of the Inland Waterway commission, as it applies to the Mississippi river and the remarks thereon by Mr. Curtis, is in the main correct. There is no question but what there has been during the past 20 years a steady decrease in through tonnage on the Mississippi river. By through tonnage is meant tonnage from St. Louis to New Orleans and from the tributary streams to the mouth of the river. It is the opinion of the Inland Waterway commission that the decrease in local tonnage is a very decided one, which is a very unfortunate fact. Increase in local tonnage, which has increased in practically the same proportion that the through tonnage has decreased. There are two reasons for this. One is the fact that more steamers engaged in local short trade routes from various points on the lower Mississippi river than were engaged in the same business in the past. This increase is most notable at Memphis, Vicksburg and Natchez.

Develops Field.
"This change in handling freight on the Mississippi river has been brought about by various causes, chief of which is that the city of St. Louis and its merchants formerly practically controlled the bulk of the business to Mississippi river points between St. Louis and New Orleans. Inclusive. With the opening up of the new trade markets west and southwest of St. Louis there was developed a field to which the transportation was permanent and regular and the merchants of St. Louis turning to this regular and more productive field for their output, abandoned to a very great extent the Mississippi River valley country, to which, by the river, they never had a dependable route.

Lack of Channel.
"The Mississippi river, never certain for steamers' proper draft, was in the years preceding the early 80s the most dependable route to New Orleans from St. Louis. In the 20 years which have elapsed there has been built upon practically both banks of the Mississippi river, rail lines, paralleling the river throughout its entire length, and while the river by the work done by the Mississippi River commission, through the engineers of the river, is today in a better condition than ever before in its history between Cairo and New Orleans, no permanent work has been done and no better channel supplied from St. Louis to Cairo, and the same condition applies to the principal tributaries of the Mississippi, the Missouri from Sioux City to its mouth, the upper Mississippi from St. Paul to St. Louis, and the Ohio from Pittsburgh to Cairo, together with its great tributaries the Tennessee and the Cumberland.

Business Chances.
"In this day and age of close and keen competition in business, neither the receiver or shipper of freight, even if the rate be much less, will undertake to handle business which is unproductive when there are unobstructed routes that can and do deliver the goods. It is in this condition that the Mississippi river is today. It is not endeavoring to change. With the Mississippi river improved from St. Louis to Cairo, and from Cairo to New Orleans, it is not a question of whether it will unquestionably flow through these natural channels a great commerce, and this statement is backed up by the experience, not only of this country, but by that of the older countries of the world, for history does not show a single waterway properly improved, so that its navigation can be depended upon by the receiver and shipper, that is not now doing a great business.

"Mr. Curtis, in common with a great many writers who are not thoroughly posted on their subject, criticizes the mode of construction of western river steamboats. It will perhaps be of interest to a great many people to know that the western river style of steamboats is pronounced by experts the world over as being the best craft for navigating shoal waters.

Building Boats.
"To illustrate and prove this assertion it is proper to say that on quite a number of the rivers of South America, notably the Magdalena river, American built boats of the ordinary Ohio and Mississippi river type have replaced the boats of English and German design to such an extent that one firm of boat builders, located at Pittsburgh, Penn., have in operation on the Magdalena 28 boats, which they built at Pittsburgh and shipped knocked down to South America. Less than two years ago a boat building firm upon the Clyde sent one of their engineers to this country to examine out style of tow boats, the result being that the English firm paid for designs, drawing and specifications of hulls, machinery and general equipment, and built, under one order, 15 boats of our type for service on the Hooghly river in India. The same Pittsburgh firm referred to above, have within the past 90 days built and shipped a tow boat for service on the Nile, to tow coal down the Assuan dam. More than 20 years ago Russia adopted our boats for service on the upper reaches of the Volga, the initial boats for this service were built under the supervision of an American and the machinery was made in this country and shipped there.

Need New Boats.
"I think the foregoing illustrates that no great change in the form of construction of western river boats is needed. What is needed, however, is that the rivers be improved so that they may become dependable routes upon which the commodities that are produced can be handled to the advantage of both the producer and the consumer. This done, then the rivers that the Inland Waterway commission now designate as being desirable for traffic will again become what they were in the olden days, before rail competition, the main arteries of commerce."

ART TREASURE RAID BY RICH AMERICANS

Italy Being Despoiled of Rare Gems and Many Churches Sacked— Fake of Originals.

Milan, June 12.—The outbreak of public feeling in England over the sale of Holbein's "Duchess of Milan" and its threatened loss to the British nation has aroused a good deal of interest here. It is remarked that the Daily Chronicle of London, while calling attention to the law which it has been found necessary to enact in Italy for the safeguarding of the national art treasures, has seemingly overlooked an important fact bearing very materially on the present situation in regard to Italy and Great Britain alike. This fact is the recent revision of tariffs in the United States, which altogether sweeps away the crushing duties on objects of art entering North America.

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magnates are making arrangements to remove across the Atlantic precious collections which, to avoid the tax collector's rapacity, they had hitherto kept stored in Europe, but through their agents dealers are now more eager than ever to pillage countries like Italy of their masterpieces in every branch of art. In Italian cities especially their art treasures are being looted to a far greater extent than is generally

known, so that hundreds of art works pointed out to travelers are but clever fakes of originals which have long disappeared and for the manufacture of which a flourishing school of artists exists in Florence and elsewhere.

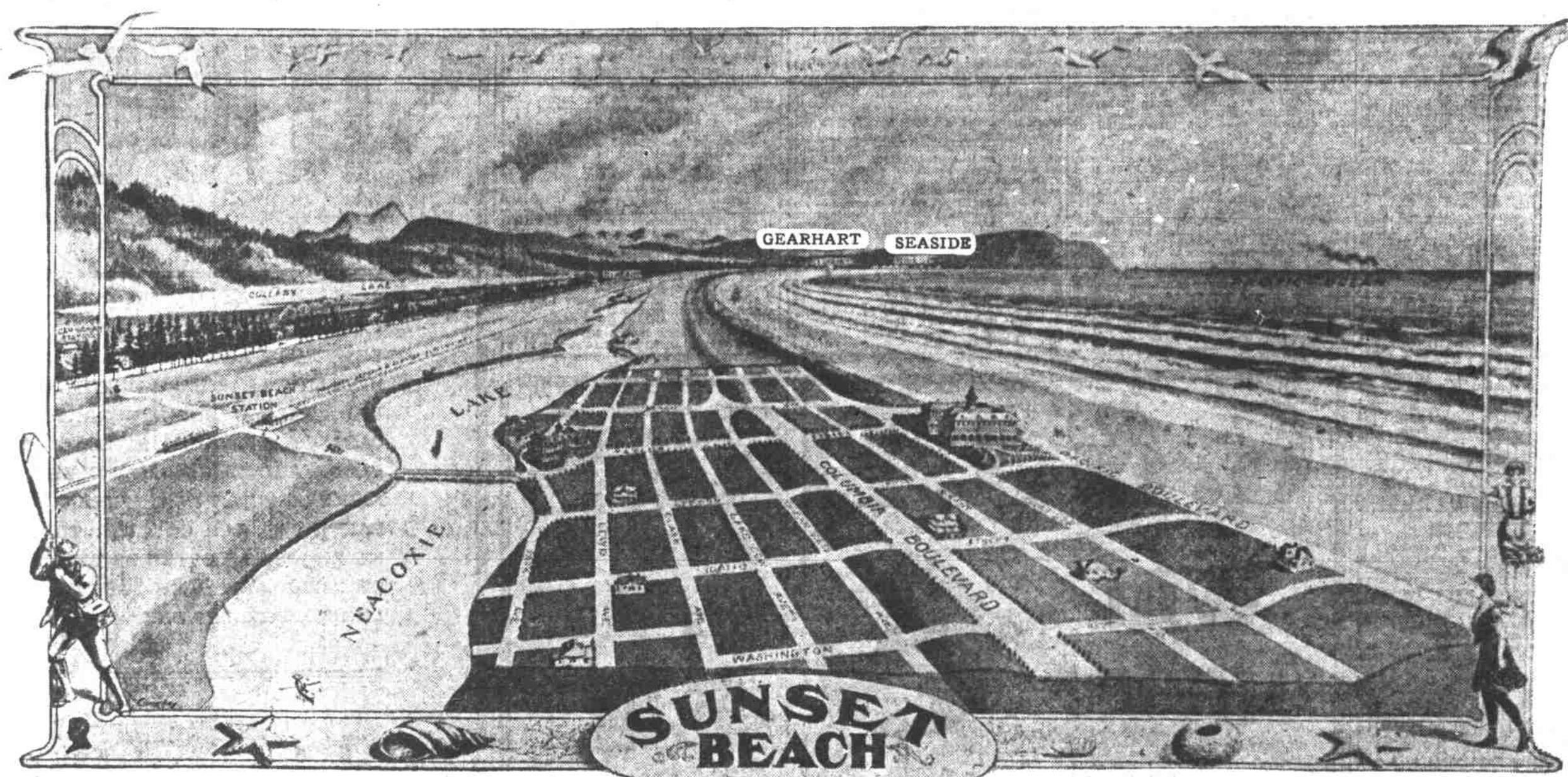
**WOMAN WRITES
BOOK ON TRAMPS**
Chicago, June 12.—The latest contribution to the statistical works of the Russell Sage Foundation will be made by a woman, Mrs. Edwin Solenberger of Philadelphia, who has prepared an

exhaustive book on tramps, beggars, paupers and delinquents, entitled "Homeless Men," to be published within a few weeks.

Mrs. Solenberger, who is the wife of Edwin D. Solenberger, secretary of the Children's Aid society of Philadelphia, is a well known social investigator and worker, who was formerly superintendent of the central district of the bureau of charities here, and who came into

prominence when President Roosevelt appointed her a member of the committee of 15 in charge of the Sage Foundation. Her work embodies much research and investigation. It deals with the tramp problem from the sociologist's point of view, and contains material gathered in different cities of the United States, where the compiler has had access to police and municipal records and statistics. Much of the author's time has been spent lately in this city, where extensive data has been collected.

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