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SPECIAL RUSH SERVICE secured if you mention this paper when writing above firms.

His Sin of Omission.

Golfer—Confound you, boy; you made me miss that putt!

Caddie—I didn't do nothin', sir.

Golfer—Yes, you did; it was your blooming hiccough.

Caddie—I didn't hiccup, sir.

Golfer—Of course you didn't. It's the first time you've missed, and I allowed for it, you idiot!—Stray Stories.

Fatal Metaphor.

The young man was telling his sweetheart how he had been attracted to her.

"You were a lovely flower and I was a bee," he explained to her. "I was a mouse and you were a piece of cheese."

And then he wondered why she rose and left the room.

Roma Is On Board Vessel

Genoa.—American naval officers hav completed the work of placing on board the United States transport Mars the airship Roma, recently purchased from Italy by the American government. The transport will sail soon for the United States.

Rioting Renewed in Belfast

Belfast.—There was rewed rioting in East Belfast Thursday. Unionists were the aggressors, evidently in reprisal for an attack on the service men's demonstrations Wednesday.

Middle West to Europe By Water

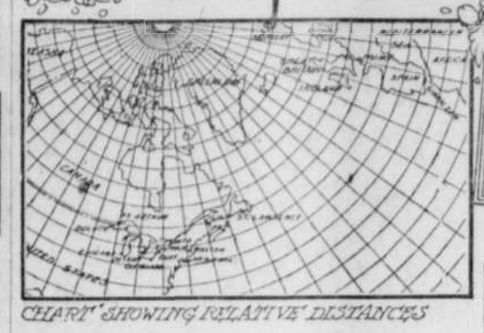
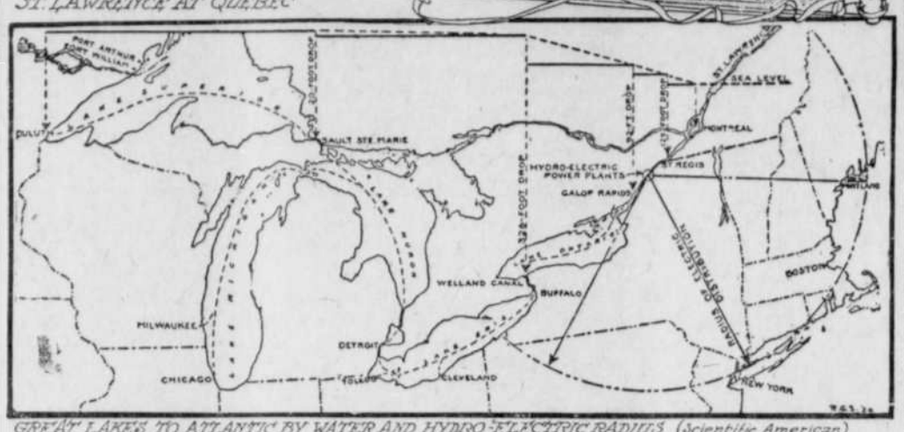


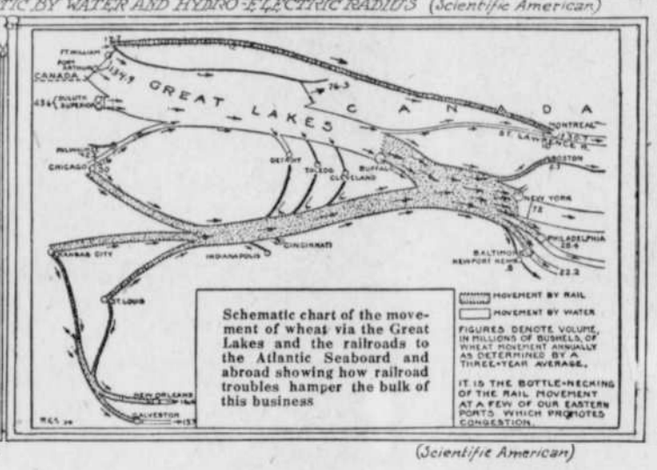
CHART SHOWING RELATIVE DISTANCES

ST. LAWRENCE AT QUEBEC



GREAT LAKES TO ATLANTIC BY WATER AND HYDRO-ELECTRIC RADIUS (Scientific American)

AMERICAN LOCKS AT THE SOO



Schematic chart of the movement of wheat via the Great Lakes and the railroads to the Atlantic Seaboard and abroad showing how railroad troubles hamper the bulk of this business

(Scientific American)

By JOHN DICKINSON SHERMAN.

CONGRESS is the frequent recipient these days of memorials by various organizations in support of the Great-Lakes-St. Lawrence Tidewater project. Following is a typical memorial from the State of North Dakota, presented by Senator Ladd:

"Whereas it is proposed to make such improvement in the St. Lawrence as to make the Great Lakes accessible to ocean-going commerce; and

"Whereas this improvement will in effect bring the State of North Dakota hundreds of miles nearer the world's markets; and

"Whereas there are within the State great resources that lie wholly undeveloped while the production of all things is diminished or retarded by distance from markets; and

"Whereas because our producers and the consuming public have alike suffered enormous losses in the last year by transportation shortage and failure; and

"Whereas because by reason of these conditions the transportation situation constitutes an emergent need; and

"Whereas a number of States have joined in the Great Lakes-St. Lawrence Tidewater Association, having as its object the early undertaking and completion of this improvement: Therefore be it

"Resolved by the Senate and House of Representatives of the State of North Dakota, that the State of North Dakota is properly associated in the above-named organization with its neighboring Commonwealths in pressing to advance this undertaking, and that the action of the governor in so declaring is hereby approved and confirmed, and the participation of this State by the governor and those who represent him in the council of these States is approved;

"Resolved, that the representatives of this State in the Congress of the United States be requested to facilitate and expedite in every possible way the prosecution of this undertaking for the economic freedom of a landlocked continent."

The Great Lakes-St. Lawrence Tidewater association is a voluntary association of 14 member states, including Wisconsin, Minnesota, Michigan, Illinois, Indiana, Ohio, Iowa, North Dakota, South Dakota, Idaho, Montana, Wyoming, Colorado, and Nebraska. The first three of these states have aided the movement through state commissions created by their respective legislatures. These states are today in a voluntary co-operative effort attempting to impress the nation and congress with the urgent need of adequate transportation facilities at reduced rates, to be provided by the proper development of our inland waterways.

The Great Lakes-St. Lawrence Tidewater project has been discussed for several years. Progress was interrupted in 1914 by the World war. March 2, 1919, Senator Lenroot of Wisconsin, had incorporated into the rivers and harbors act a provision requesting the international joint commission "to investigate what further improvement of the St. Lawrence river, between Montreal and Lake Ontario, is necessary to make the same navigable for ocean-going vessels, together with the estimated cost thereof, and report to the government of the Dominion of Canada and to the congress of the United States, with its recommendations, for co-operation by the United States with the Dominion of Canada in the improvement of said river."

The result is that the engineers appointed by the two governments have been for some time engaged in the making of surveys and the preparation of plans and estimates for the information of the commission. The commission has been holding a series of public hearings, at which national, state, provincial, municipal, commercial, transportation, and other bodies interested have presented their views as to the desirability or otherwise of the suggested deep waterway and the advantages and disadvantages of combining power development with the improvement of navigation on the upper St. Lawrence.

Following will be found a brief statment of the main features of the project. The writer holds no brief for or against it.

There are two phases to the project: One is the opening up of Great Lakes-Tidewater transportation. The other is the establishment, in connection with the work of great plants for the generation of hydro-electrical energy to be distributed over a radius of about 250 miles. At present the navigation and power projects are being considered as one.

The demand of the Middle West is for water transportation. This demand, in a nutshell, is that the Great Lakes be opened to the sea so that ocean-going craft drawing from 20 to 25 feet can steam from Duluth to the Atlantic and thence along the seaboard of the western hemisphere or across seas to the markets of Europe.

The Middle West argues this way. The measure of the country's productiveness depends in large measure upon the expeditious movement of its enormous and growing volume of freight. This movement of freight is at present slowed up by the congested condition of the railroads and eastern terminals. Additional and supplemental means of distribution are necessary. In short, the Middle West must be brought within touch of the Atlantic seaboard, without breakage of bulk, delay and additional terminal charges.

In this demand the "Midlle West" means the "heart of the nation," with about one third of the territory, population and wealth.

The Middle West holds that great and costly though the enterprise may be, it is entirely feasible from the standpoint of the engineer; that there is nothing in the plan or scope of the enterprise which goes beyond well established engineering precedent, or calls for constructions that are experimental, and regarding whose ultimate cost there is any serious doubt; that the opening of this great water-way by canal, canalized river, and deepened channel, thereby enabling a deep-sea ship to load at Duluth and not break open her hatches until she reached Hamburg, London or Marseilles, is as certain of being taken in hand as it is that the sun will rise daily. So it asks: "Why not today?"

The project is an international one. Canada, at its own expense (about $50,000,000) is reconstructing the Welland canal between Lakes Erie and Ontario, in order to give ocean-going ships access to Lake Erie. Thanks to the enterprise of Canada, the problem broadly reduces itself to submerging certain rapids lying in the international waters of the St. Lawrence river between Lake Ontario and St. Regis, and then dealing in a similar way with that stretch of the river extending from St. Regis to Montreal. The estimated cost of the international river improvement is $60,000,000 and of the Canadian river, $50,000,000. The establishment of power plant sites would entail additional expense.

An argument brought forward for the project is that it saves distance. From Duluth through the Detroit river by deep-draft vessel the distance is 693 miles.

Following is an extract from an official statement read into the Congressional Record by Representative John M. Nelson of Wisconsin:

"With only two barriers removed, even the present depth of channels and harbors of 21 feet will enable large numbers of ocean vessels to steam directly to the ports of the Great Lakes. The two barriers are the St. Lawrence river rapids and the Niagara Falls. The barrier of the Niagara Falls is already being overcome by the Canadians in the reconstructed Welland canal. The difference of lake level will be overcome by seven locks in the new Welland canal in a distance of 25 miles. These lock chambers will be 1,000 feet long, 80 feet wide, and will have lock sills sunk to a depth of 30 feet, that will permit the passage of vessels of 28 feet draft when the channels are dredged to 30 feet. From the Welland canal to the foot of Lake Ontario there are 160 miles of straight sailing and then open navigation in the wide St. Lawrence river. Out of the total of 182 miles to Montreal, there are 19 miles of improved channels, with at present 46 miles of canal. With this project, with dams and six locks of 800 feet in length, 80 feet in breadth, and a possible depth of 30 feet with slack water, midstream navigation would reduce the total canal and lock navigation to 20 miles or less.

"The proposal is to build dams across the river with locks in the dams. Vessels navigating the river will not pass through narrow canals around the rapids, as they do now in the present 14-foot Canadian canals, but will sail majestically down the center of the stream in slack water produced by the dams and pass from level to level through the locks.

"Assuming that an ocean vessel has passed through the Lakes to Superior or Duluth and has loaded a cargo of western grain and is sailing for Liverpool, the first leg of the journey, the length of Lake Superior, will be 383 miles of open navigation. Then comes the St. Mary river, 63 miles long. This is all open navigation, except 33 miles, which is improved river channel and a canal 1.6 miles with one lockage. Past this restricted channel the vessel will have 220 miles of free sailing through the deep water of Lake Huron. It will then pass 27 miles of open navigation and 13 miles of restricted channel in the St. Clair river, 13½ miles of open and 3.5 miles of restricted navigation in Lake St. Clair, and 22 miles of open and 9 miles of improved navigation in the Detroit river. Again, it will have free navigation on the great expanse of deep water of Lake Erie for 219 miles. It passes 25 miles of the Welland canal, with its seven locks, and then has 160 miles more of deep water and open navigation across Lake Ontario. It has 182 miles from Lake Ontario to Montreal, but of this distance only about 20 miles are canal navigation. At present there are 46 miles of canals, but in the proposed improvement, with slack-water navigation behind the dams, there would be less than 20 miles of restricted channel. Down the St. Lawrence river to Belle Isle, a distance of 1,003 miles, ships navigate regularly today, and the route offers no great obstacles during eight months of the year. From Belle Isle to Liverpool there is, of course, the ocean crossing of 2,186 statute miles of open navigation. Less than 74 miles of improved channel and 50.1 miles of canals would interrupt full-speed steaming from Superior, Duluth, Milwaukee or Chicago to England. The barriers that now separate the farms and cities of the great West and Middle West from the ocean can be overcome by channels not as long nor as difficult to navigate as the Panama canal, the Kiel canal, or the Suez canal, and would cost only a fraction of the expense of construction."

The possibilities of the development of hydro-electrical power are large. The normal mean flow of the St. Lawrence at its outlet from Lake Ontario is 240,000 second-feet. There is between the head of the rapids near Ogdensburg, N. Y., and the foot of the lowest rapid at the City of Montreal a total fall of 221 feet. If 70 per cent of the power can be realized, the development would amount to over four million horse-power. The first 113 miles of the river from its outlet from Lake Ontario is international—that is, it constitutes the boundary between the two countries. The fall in this section, confined to about forty-two miles, is ninety-two feet; the power possibilities of this section on the same basis would be practically one and two-third million horse-power. Normally one-half of this would be Canadian and one-half United States. It would seem, therefore, that the minimum power that may be developed from the St. Lawrence and distributed through northern New York and New England would be eight hundred thousand horse-power. It is not unlikely, however, that in the final bargaining between the two countries the United States may assume some of the expense of improvement below the international section of the river and in return receive more power.

In an address by Alexander T. Vogelsang, first assistant secretary of the interior, before the river and harbor congress of 1919, read into the Congressional Record, these statements are made among others: The United States share of the St. Lawrence river power would have an annual value of about $12,000,000. Much of New England is within a transmission distance of 250 miles. This power is the equivalent of 7,750,000 tons of coal annually. This power would furnish sufficient energy to supply a large part of the power now generated by fuel in this dominant industrial district. The power production will pay the entire cost of all the project.

With the enlarged Welland canal available, with the proposed dams and their great locks built, big cargo carriers of many thousands of tons could traverse the whole length of the St. Lawrence to and from Lake Erie. With improved facilities at the Soo and deeper channels through the Lakes here and there, Duluth, Superior, Milwaukee, Chicago, Detroit, Toledo, Cleveland, Buffalo and other lake ports, would have an unhampered outlet to the ocean. So says the Middle West.

And with the mighty St. Lawrence harnessed for power purposes and the energy distributed through industrial New York and New England many problems that affect the cost of living would be made easier of solution. So say the promoters of the St. Lawrence-Tidewater project.

ANOTHER WOMAN ESCAPES

Mrs. McCumber Avoided a Serious Operation by Taking Lydia E. Pinkham's Vegetable Compound in Time

Georgetown, Ill.—"After my first baby was born I suffered so with my left side that I could not walk across the floor unless I was all humped over, holding to my side. I doctored with several doctors but found no relief and they said I would have to have an operation. My mother insisted on my taking Lydia E. Pinkham's Vegetable Compound and I soon found relief. Now I can do all my own work and it is the Vegetable Compound that has saved me from an operation. I cannot praise your medicine too highly and I tell all of my friends and neighbors what the Compound did for me." — Mrs. MARGARET MCCUMBER, 27 S. Frazier St., Georgetown, Illinois.

Mrs. McCumber is one of the unnumbered thousands of housewives who struggle to keep about their daily tasks, while suffering from ailments peculiar to women with backache, sideaches, headaches, bearing-down pains and nervousness,—and if every such woman should profit by her experience and give Lydia E. Pinkham's Vegetable Compound a trial they would get well.

Bad Stomach

Sends Her to Bed for 10 Months

Eatonic Gets Her Up!

"Over a year ago," says Mrs. Dora Williams, "I took to bed and for 10 months did not think I would live. Eatonic helped me so much I am now up and able to work. I recommend it highly for stomach trouble."

Eatonic helps people to get well by taking up and carrying out the excess acidity and gases that put the stomach out of order. If you have indigestion, sourness, heartburn, belching, food repeating, or other stomach distress, take an Eatonic after each meal. Big box costs only a trifle with your druggist's guarantee.

"ANGEL" OF SENATE PAGES

Political Opponents of Senator Elkins Aver He Is Appearing In Entirely New Light.

When Senator Phelan of California retired from the senate there was an air of gloom around the haunts of the pages on the Democratic side which couldn't be dispelled. The California senator has been the official angel of the pages for years and he had seen to it that they got tickets for baseball games and such things. Being a page without having an angel is hardly worth while.

About this time Senator Davis Elkins of West Virginia heard about the desperate situation of these boys and declared he would be the official angel for the suffering pages. Since Senator Elkins is supposed to own a lot of coal mines and oil wells and perhaps a railroad here and there, if they haven't been mislaid lately, nobody could make a grander angel and the pages see before them a summer marked by ball games, strewn with lollypops and ice cream.—Buffalo Express.

Law Violators.

Hoover found that polar bears were under the department of commerce, grizzly bears under the department of the interior and brown bears under the department of agriculture.

Obviously they should all be under the department of prohibition enforcement.

They're all bruin.—Philadelphia Public Ledger.

Mint Leaves.

You'll notice—if you wander around in the back yard or the vacant lot across the way—that the soft, dark green leaves of mint are beginning to show. Guard it jealously. Did you know that a few crushed leaves in lemonade will add a tang which is delightful?

Help That Aching Back!

Is your back giving out? Are you tired, miserable, all run down; tortured with nagging backache, lameness and sudden, stabbing pains? If so, look to your kidneys. Overwork, hurry and worry tend to weaken the kidneys. Backache and an all worn out feeling is often the first warning. Get back your health while you can. Use *Doan's Kidney Pills*, the remedy thousands recommend. *Ask your neighbor!*

An Idaho Case

J. C. Welcome, harness maker, Montana St., and Third Ave., Gooding Idaho, says: "I caught a heavy cold and it settled on my kidneys. I suffered with a dull backache and my back was stiff and sore. The kidney secretions passed too frequently and were highly colored. I had often read about Doan's Kidney Pills. I used a few boxes, Doan's cured me of the complaint."

DOAN'S KIDNEY PILLS 60c a Box at All Stores

Foster-Milburn Co., Mfg. Chemists, Buffalo, N. Y.