

ST. LAWRENCE CANAL TO COST \$252,728,200. Joint Commission Report Gives Estimate for Giant Project.

UPKEEP FOR YEAR OVER TWO MILLION. Time to Complete Work Now Estimated at Eight Years.

The canalization of the St. Lawrence River from Montreal to Lake Ontario will cost \$252,728,200, according to a tentative report made by the International Joint Commission...

The annual cost of operation, maintenance and depreciation of the improved waterway and power sites is estimated at \$2,562,000, of which amount \$1,457,000 will be expended for the upkeep of the power plants.

Can Increase Depth. Provisions that the proposed twenty-five foot depth of the waterway, as included in the present report, may be increased to a depth of thirty feet throughout the entire stretch of the river at a cost of \$17,985,180, are made in the tentative report.

The report shows that the potential power which can be developed in the river is approximately 4,100,000 horsepower, and that it can be developed along with the improvement of the waterway.

Aspects Not Touched. The more tangible assets to be derived from the canalization of the river are of great importance, while those of a more intangible nature are not touched upon in the engineers' report.

In making the survey, the engineers divided the length of the river under consideration into five divisions, indicating the canals, dams and locks required in each and giving the cost of the work necessary. These divisions are as follows:

First division, from Montreal to the head of St. Regis Island, to be made by locks and side canals on the Ville Emard route, with the canal sections twenty-five feet in depth and a bottom width of 220 feet in through cuttings...

Second division, from Lake St. Louis to Lake St. Francis, to be made by a side canal from Melocheville to the head of the side canal locks at Melocheville, the canal sections being twenty-five feet in depth and locks thirty feet in depth.

Third division, from Lake St. Francis to the head of St. Regis Island, to be made by dredging a canal 450 feet wide and 25 feet deep at low water. Costing \$1,158,000, with an annual upkeep cost of \$80,000.

Fourth division, from the foot of St. Regis Island to Chimney Point to be made by a dam at Long Sault Rapids and side canals with locks at Cornwall. The estimated cost of this project including the installation by hydraulics and electrical machinery for the power, is \$159,097,200, with an annual upkeep cost of \$1,782,000.

Fifth division will include the removal of certain shoals and widening of the present channel of the river, at an estimated cost of \$100,000 and the annual cost of operation and maintenance of \$20,000.

Herrick Tells Of Decoy Letters To Young Women. "Beauty Contest" Opponent Outlines Activities Getting "Evidence."

Representative Manuel Herrick, of Oklahoma, author of H. R. 8206, a bill to prevent newspaper editors and other organizations from conducting "beauty contests," has given to The Herald a statement concerning his recent activities in "gathering evidence" to submit to the Judiciary Committee of the House as to why his measure should be passed.

Mr. Herrick, according to his bill, believes that the publication of photographs of comely young women may lead to their mistreatment and that they may be "lured" into becoming actresses on the stage and before the movie camera, or into even worse predicaments.

Several young women whose photographs have appeared in Washington newspapers in connection with recent beauty contests have received unsigned letters urging them to enter a "contest" for "the whole heart and the whole soul love, the hand in marriage" of an unknown admirer.

CONTINUED ON PAGE TWO.

FORBES PROPOSES VETERAN SCHOOLS IN OLD WAR CAMPS. Plans Four 'Universities' For Wounded Men to Learn Trades.

Four rehabilitation "universities" for the training of disabled service men will be established shortly, Col. Charles R. Forbes, head of the newly created Veterans' Bureau, announced last night.

President Harding, in conference with Forbes, has already approved plans for the four rehabilitation centers. Forbes hopes to authorize establishment of the first one in about ten days.

Forbes' aim is finally to eliminate all contract schools and contract hospitals at which the disabled men are now quartered and bring them into four great centers for conduct of which his bureau will be directly responsible.

The "universities" will be located on the sites of army cantonments yet to be selected. One will be in the East, one in the Middle West, one in the South and one on the Pacific Coast.

The disabled men will be given opportunity to get vocational training in the trades, science and agriculture. Forbes plans to have the men learning trades construct the buildings for the centers as part of their training. The men training for agriculture will raise food for the institutions and in this way make them partly self-supporting.

The men will be housed in cottages, there will be central laundries, bakeries and other facilities. Married men may make arrangements to bring their families with them while they are undergoing training.

SENATE BACKS SHIP BOARD'S HIGH SALARIES. Indorses Harding's Plea, 32 to 24, After Long Day of Debate.

The Senate yesterday voted its indorsement of President Harding's policy of hiring high salaried experts to disentangle the government from the \$3,000,000,000 shipping fiasco.

The Senate debated the shipping appropriation until nearly midnight, before reaching agreement that it should pass.

By a vote of 32 to 24 it rejected an amendment offered by Senator Harrison, of Mississippi, Democrat, prohibiting the payment of salaries above \$12,000 by the Shipping Board. The amendment was similar to one adopted by the House designed to cut off the payment of salaries running as high as \$35,000.

Six Republicans joined the solid Democratic force in voting for Harrison's motion.

The action was a victory for the administration and accords with President Harding's desires, expressed in his letter of Saturday defending the necessity for engaging the most competent experts to handle the shipping problem.

Joke to Watson. The vote was taken after hours of debate, which Senator Watson of Georgia, declared revolved about the question: "Is the pot blacker than the kettle?"

Senator McCormick, of Illinois, led off the debate with a defense of the present shipping administration. He furnished the Senate with a table showing that the outlay by the government for the Shipping Board since 1916 has reached the enormous total of \$2,980,000,000.

Another important Sinn Fein organ in Western Ireland says: "It cannot be amiss to point out the terrible consequences which must follow the failure of the negotiations. Conditions before the important sessions of De Valera's cabinet, both public and secret, and it is regarded as certain that his views and opinions have great weight in the Sinn Fein councils."

Senator Jones, of Washington, said he was in favor of appointing one man to have charge of the liquidation of claims, but he would not favor abolishing the board.

CONTINUED ON PAGE TWO.

Details Ready For Reception In Atlantic City. "Miss Washington" Will Have Envious Place In Gala Events.

With the competition for the selection of a beautiful and attractive young woman in the District, rapidly drawing to a close, every detail for her reception and entertainment in Atlantic City, where she is to be a guest of honor, has been completed.

Her program will be: Tuesday, September 6, "Miss Washington" leaves Washington to arrive in Atlantic City in the afternoon. Greeted by wife of present director and taken to beachfront hotel.

CONTINUED ON PAGE NINE.

SINN FEIN PAPERS OPENLY EXPRESS DESIRE FOR PEACE. All Parties in Suspense Pending Outcome of Secret Session.

LONDON, Aug. 22.—Downing Street remained dumb on the Irish question today. Exhaustive inquiries failed to reveal anything new in the situation, everybody simply waiting for the next step of the Sinn Fein, which began a fateful secret session this morning, at which a reply to Lloyd George's offer is being framed.

In spite of the uncompromising words of De Valera demanding complete independence, the Irish office is daily growing more hopeful that the Dail considers De Valera's answer as a prelude to a program which will be a gateway to lasting peace.

Irish Press Wants Peace. Comment by the leading publications in the heart of Sinn Fein Ireland, together with the proposed national conventions to be held by Sinn Fein, are taken as an indication of an earnest desire for peace.

The Clare Champion, one of the strongest Sinn Fein papers, published in an area where it has often been considered inadvisable to differ from the Irish Republican army extremists, says: "The points of difference are not of such a nature that statesmanship should not be able to bridge them over."

Walsh Carries Weight. Another important Sinn Fein organ in Western Ireland says: "It cannot be amiss to point out the terrible consequences which must follow the failure of the negotiations. Conditions before the important sessions of De Valera's cabinet, both public and secret, and it is regarded as certain that his views and opinions have great weight in the Sinn Fein councils."

Two Frames Buckle. The ZR-2, on the day in question, left on a stability flight from Bedford to London. Some time after a successful take-off it was discovered that two of the intermediate transverse frames and longitudinal frame No. 7 had buckled slightly.

Comparatively Easy Considering the Alternative—By J. N. Darling.

WORLD ARMAMENT. A cartoon showing a man in a top hat and a woman in a dress, both holding rifles, standing in a field. The man is saying, "OUR STATEMENT" and the woman is saying, "WHAT ARE YOU WAITING FOR?"

FINANCIAL, SOCIAL BANKRUPTCY. CIVILIZATION. A cartoon showing a man in a top hat and a woman in a dress, both holding rifles, standing in a field. The man is saying, "OUR STATEMENT" and the woman is saying, "WHAT ARE YOU WAITING FOR?"

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DEFECTS IN GIANT AIRSHIP REPAIRED, NAVY HEADS CLAIM. Cabled Reports of Trouble With ZR-2 Called Old Story.

CHICAGO, Aug. 22.—John Sheldon, of Springfield, Ill., an aviator veteran with a service badge, wound stripes and hospital discharge, had been tramping the streets of Chicago for more than a month in quest of work. He was not particular what kind of a job he got, anything would do, just so he could get a little money to feed his wife and kids.

Sheldon was taken to the American Legion headquarters after his rescue. When he told his name the clerk at head-quarters gave a gasp. "Sheldon," repeated the clerk, "why weren't you a check for him from the government. It's been here four months. It's for \$700."

John boarded a train for Springfield today. "It will mean a lot for the wife and kids," was all he could say.

WILL HAYS UNHURT IN AUTO COLLISION. Machine Crashes Into Taxi, Overtaking It, in New York City.

NEW YORK, Aug. 22.—Postmaster General Hays tonight narrowly escaped injury when a limousine in which he was riding with another man and two women side-swiped a taxicab at Madison avenue and Thirty-third street.

The Hays machine was turning into Thirty-third street when it bumped the taxicab and sent it onto the sidewalk. The smaller machine fell on its side. The driver was extricated. He was not hurt. None in the Hays party was hurt. The car was so badly damaged it was towed away. The party resumed their trip in a taxicab.

DESPONDENT VET GETS \$760 CHECK. Would-Be Suicide, Saved From Lake, Finds Windfall.

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RAILROAD CREDIT BILL IS PASSED BY HOUSE, 214 TO 123. Awaits Senate Action After Recess by Congress.

The House last night passed the Winslow railroad bill by a vote of 214 to 123. The measure awaits passage by the Senate after the recess before the relief contemplated in the bill can be extended to the roads.

The measure was passed without material change. As it stands the bill authorizes the War Finance Corporation to purchase from the United States Railroad Administration securities received by the administration from the railroads in settlement of claims against the roads.

The corporation is further authorized to sell the securities in the open market and use the funds thus obtained to extend \$500,000,000 in credit to the carriers.

Bars Further Claims. An amendment offered by Representative Webster, Republican of Washington, striking out the section of the bill providing that no claims arising from the so-called inefficiency of labor during the period of Federal operation of the railroads should be paid out of the money advanced under the terms of the bill, and providing also that when claims are once paid, the roads shall be forever barred from making further claims, was defeated. The vote was 145 to 77.

Another amendment offered by Representative Moore, Democrat of Virginia, requiring the War Finance Corporation to pass upon all railroad securities accepted by the Railroad Administration, was defeated without a record vote.

Speculation is Charged. Democrats charged during debate on the bill that the measure meant the Federal government was embarking upon speculation in railroad securities.

SOVIET PLANS TO RUN RUSSIA BY ELECTRICITY. Leader Outlines Scheme For Power in Every Industry.

MOSCOW, Aug. 22.—George Tchitcherin, who for nearly four years has been the Soviet foreign minister and right hand man of Lenin and Trotsky, has outlined a scheme for the electrification of all Russian industry and agriculture which is amazing in its scope and which would call for the cooperation of American technical and financial leaders if his "dream," as he calls it, is to be fulfilled.

"We plan to establish the most complete, most modern system of electrifying our industries and agriculture throughout Russia, each of which will utilize the natural powers of its own territory—coal in the Don regions and certain parts of Siberia; naphtha in the southern (Caucasus); waterpower wherever we have it.

To Give Concessions. "We are prepared to give concessions for the building of these centers, and we will give with them every possible guaranty for the protection of those who hold these concessions."

"The world may rest assured that we will live up to our promises. We have always kept our agreements, and promises with other states."

Outlining the system under which concessions would be granted the Soviet foreign minister told of the organization of a special Russian trade committee which has the complete backing of the Moscow government and which would handle all the details incident to the commercial agreements surrounding the concessions.

"We will willingly give sufficient guaranties that the properties of our concessionaires will remain absolutely untouched by the government, and which would handle all the details incident to the commercial agreements surrounding the concessions."

"But in order to enable the state to deal in a business with any other state, we must have an official acknowledgment similar to that we have from England, admitting our trade representatives to purchase supplies of various sorts and necessary articles, and to the state and the amount of such supplies receipts which must remain in Russia for the protection of labor."

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The Herald's Ad-Index. TUESDAY MORNING, AUGUST 23, 1921. You'll find among the advertisements of local merchants in today's Herald special offerings which will enable you to effect really worth-while savings.

Table listing various advertisements and their page numbers. Includes: People's Drug Stores, Railroads and Steamships, Heilemer & Co., Resorts, Semmes Motor Co., C. R. Simpson, Dr. Smithers, Dr. Smith, The P. H. Smith Co., W. E. Hibbs & Co., A. A. Houseman, Hughes Furnace Corp., S. Kann So. Co., D. J. Kaufman, Frank Kildwell, John W. McDevitt, Amos W. May, Meyer's Shops, Chas. E. Miller, Inc., J. I. Adams, H. C. Brady, Capital Shoe Findings Co., Claffin Optical Co., Delta Tours, J. M. Gidding & Co., W. E. Hibbs & Co., A. A. Houseman, Hughes Furnace Corp., S. Kann So. Co., D. J. Kaufman, Frank Kildwell, John W. McDevitt, Amos W. May, Meyer's Shops, Chas. E. Miller, Inc., People's Drug Stores, Railroads and Steamships, Heilemer & Co., Resorts, Semmes Motor Co., C. R. Simpson, Dr. Smithers, Dr. Smith, The P. H. Smith Co., W. E. Hibbs & Co., A. A. Houseman, Hughes Furnace Corp., S. Kann So. Co., D. J. Kaufman, Frank Kildwell, John W. McDevitt, Amos W. May, Meyer's Shops, Chas. E. 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