"Not only does beauty fade, but it leaves a record upon the face as to what became of it."—The Fra.

Along about the third year of her married life a woman begins to remark that the men are all alike.

All Christendom, last year, gave $26,800,000 for foreign missions. The native churches themselves gave $5,280,000. They gained 140,000 converts from paganism.

Howard Elliott, chairman of the New Haven railroad, will meet his directors before holding a final conference with Attorney General McReynolds on the proposed reorganization of the railroad.

COMMITTEES OF THE BOARD OF EDUCAION FOR 1914-1915.

FINANCE—R. A. Cochran, J. B Russell, W. Holton Key, C. C. Hopper.

CURRICULUM AND TEXT BOOKS—W. S. Yazell, R. A. Cochran, H. M. Clark, J. H. Richardson.

RULES AND REGULATIONS—C. C. Hopper, H. M. Clark, A. L. Merz, W. Holton Key.

CLAIMS AND ACCOUNTS—W. Holton Key, C. E. Geisel, John T. Smith, A. L. Merz.

SCHOOL PROPERTY—C. E. Geisel, W. Holton Key, H. T. Miles, R. A. Cochran.

DISCIPLINE—H. T. Miles, C. C Hopper, J. H. Richardson, John T. Smith.

SUPPLIES—A. L. Merz, J. B. Russell, W. S. Yazell, J. H. Richardson.

SANITATION AND VENTILATION—H. M. Clark, W. S. Yazell, J. B. Russell, C. E. Geisel.

DISTRICTS AND TEACHERS-John T. Smith, J. H. Richardson, C. E. Geisel, H. T. Miles.

EXAMINATIONS—J. B. Russell, John T. Smith, C. C. Hopper, H. M. Clark.

LYCEUM COURSE—R. A. Cochran, A. L. Merz, W. S. Yazell, H. T. Miles.

OUR GREAT INLAND WATER WAYS.

By Dr. A. N. Ellis.

The Pennsylvania Canal.

This famous old water-way had its birth in an act of the Pennsylvania Legislature, February 25, 1826—From Philadelphia to Pittsburg the distance is 561 miles. From the Delaware to the Susquehanna, 64 miles, there was a very rude and primitive railroad, the motive power of which was at first horse power. At Columbia, some 22 miles below Harrisburg, on the Susquehanna the canal proper began which extended along the banks of the Susquehanna and Juniata clear up to Hollidaysburg at the foot of the Allegheny mountains, a distance of 179 miles. Then came inclined planes and a portage railway over the dividing ridge and along a tunnel of a little over one mile in length to Johnstown, 36 miles and then again a canal along and down the waters of the Allegheny to Pittsburg. This canal was 4 feet deep, 40 feet wide, water surface, 24 feet at the bottom, with locks 90 by 15 feet. Between the Susquehanna and Hollidaysburgh were 18 dams, 33 aqueducts 101 locks and an elevation of 748 feet. The Juniata was also canalized some 17½ miles in that distance i. e., used as slackwater. Between Johnstown and Pittsburg there was a descent of 471 feet; 68 locks, 2 tunnels, 16 aqueducts, 152 bridges, 250 culverts and 21 miles of slackwater. It was truly a magnificent piece of engineering and called forth the admiration of this Western World especially the inclined planes and portage railroad which in itself cost a little more than $45,000 a mile. The expense of the whole undertaking was over 10 millions of dollars—2½ millions more than the Erie Canal, which it exceeded in length 31 miles. The canal was begun at Columbia on the Susquehanna July 4, 1826, and completed to Hollidaysburgh in 8 years. The work at Pittsburgh was begun in 1826 and opened up for navigation to Johnstown in 1830. The inclined planes and portage railroad were begun in 1826 and finished in 5 years. From the head of the lock basin on the canal to the opening of the tunnel on the side of the ridge 945 feet; on the Western side of the mountain, i. e., from the canal basin at Johnstown to the summit was 741 feet—making in all an elevation from the Susquehanna to the crest of the Alleghenies of 2288 feet or that which would be a perpendicular elevation of more than 2-5 of a mile. We mention these figures to show the great magnitude of the undertaking. The Erie Canal by the means of lakes conquered 580 feet in 360 miles. The Pennsylvania Canal, by locks and portage railroad, 2,288 feet in 320 miles. It is not to be wondered at that the Empire State found a way to the lakes before the Keystone State got out to the Ohio Valley. Looking at the Mohawk, the portage at Rome, the depression at Wood Creek, the long level stretches of Lake Oneida and the easy descent to the Ontario at Oswego, one cannot but say that there was certainly a very easy way marked out by nature to build a canal from the Hudson River to Lake Erie. The inclined planes between the east and west sides of the mountain were 10 in number—5 levels on the eastern and 6 on the western. The termini being at the canal basin at Hollidaysburgh on one side and the canal basin at Johnstown on the other. The former being 1398 feet below the mountain summit—the latter 1771. Right here permit the remark that the building of the Allegheny Portage Railway was as epoch-making as the opening of the Cumberland Road in 1818 or the crossing of the Rocky Mountains by the iron horse 50 years ago. Considering the coach and the wagon to have been the natural means of communication we can say that the Portage Railway was the first artificial means of communication between the East and the Mississippi basin. Well might the great English Engineer Stevenson say that "in boldness of design and in difficulty of execution, this railway could be compared with no other modern work unless exception was made for the passage of the Simplon or Mt Cenis in the Alps!"

Up to that time the Morris Canal between the Hudson and the Delaware was the only canal in America in which boats were moved from different levels by means of inclined planes instead of locks. The whole rise and fall of the Morris Canal was 1557 feet of which 223 were overcome by means of locks and the remaining 1334 feet by 23 inclines, having an average lift of 58 feet each!

The history of the Pennsylvania Canal is well-known. The constant rivalry for the Western trade between New York and Philadelphia and Baltimore compelled the building of many canals and roads. Pennsylvania wanted the business of the great Ohio Valley and she got it and kept it for more than a half century through the agency of her canal even if it did cost ten millions!

The money was not spent in vain.

Dickens in his American notes gives one many interesting glimpses of the historic old ditch when he was a traveler on it in 1841. It was from his entertaining pages that the writer when a little boy first learned of the water-way that crossed the mountains.

Today as the traveller over the Pennsylvania Central Railroad coming from Harrisburg to Pittsburg comes flying along the banks of the lovely and romantic Juniata he sees the abandoned canal and the rotting old canal boats for many a mile. In this great and busy world one thing soon leads to another and it may be a better one. The success of the Portage Railway suggests a greater one, a railway over all the mountains between the tide waters of the Delaware and our own beautiful river. In 1836 the Pennsylvania Legislature passed a resolution ordering the Canal Commission to have a survey made of the Allegheny mountains to determine whether the inclined planes could not be dispensed with. Ten years later the great Pennsylvania Central Railroad was incorporated which now they say not only owns the site of the old canal but everybody and everything in the great Keystone State besides!

John W. Kendle, by his attorneys has filed suit against Mayor L. V. Williams to compel him to accept his bond as Marshal of Ripley. The date of hearing has been set for January 13.—Ripley Bee.

A thoroughly up-to-date sawmill with a capacity of 60,000 board feet a day has been erected, on the south coast of Mindanao island. It is of American make throughout, and uses the modern band saw. This is only one of several such mills in the Philippines.

Eastern manufacturers are looking to manfacture of clothes-pins. Birch is the northwest for hardwoods for the particularly wanted.