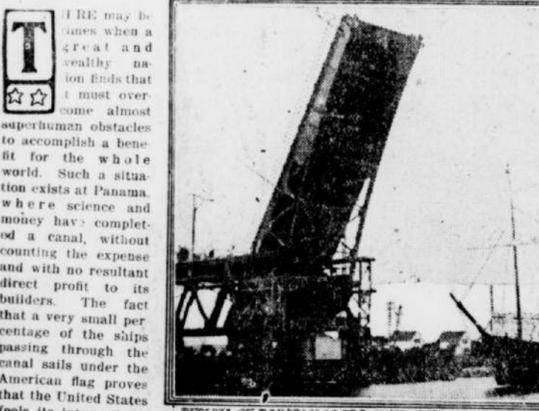


VALUE OF CAPE COD CANAL TO SHIPPING



MASSACHUSETTS DAY APPROACH TO THE CAPE COD CANAL



CAPE COD CANAL AT BOURNE, MASS.

THERE may be times when a great and wealthy nation finds that it must overcome almost superhuman obstacles to accomplish a benefit for the whole world. Such a situation exists at Panama, where science and money have completed a canal, without counting the expense and with no resultant direct profit to its builders. The fact that a very small percentage of the ships passing through the canal sails under the American flag proves that the United States feels its international responsibilities and is actuated by altruistic ideas.

A similar example exists nearer home. New York is building a waterway from which no income will follow. The deepened Erie canal will help the commerce of the lake states, while only incidentally developing local commerce and industries.

Both the isthmian and Erie canals have rightfully been in the public eye for years. A third, of much more immediate and direct value to our coastwise trade, has received little attention. Advocated by Washington as a military necessity, urged by successive presidents, attempted by various corporations, needed by humanity, the Cape Cod canal has remained uncut since the day when Miles Standish met the Dutch in 1627 and on the upper waters of Buzzard's bay began the first transportation through Long Island sound between New Amsterdam and the Old Colony. At that spot there is now finished and in operation, at a cost of only \$12,000,000, a channel 30 feet deep, which has the largest tonnage tributary to any ocean canal; a traffic as great as that at Suez, being 25,000,000 tons, carried almost exclusively in American bottoms.

Government and state having failed to recognize the importance of this interior smooth-water line, less than fifty men have been bold enough to finance it. They also have their ideals, feeling that the times are ripe to regain our lost ocean supremacy, and that individuals, as well as the general public, should do their share for the improvement of waterways. Conservatism, however, demanded that all private corporations must be based upon financial returns. It is proper, therefore, to give in brief the figures upon which Mr. Belmont and his associates are working. They are as follows:

Of the 25,000,000 tons, 11,000,000 is coal alone. That commodity is losing ten cents per ton from storm, fog delays and extra insurance for each round trip. With a capital of only \$12,000,000 and such a maximum traffic, it is readily seen that even if only one-half the tonnage goes through the canal during the first year a good dividend may be expected—provided the new channel in all respects meets modern requirements. This is the aim and ambition of its chief engineer, William Barclay Parsons, whose experience with the Panama canal commission and general knowledge of waterways are well known. The canal is wider and deeper than the original Suez; protection against the wash of passing steamers is secured by the paving of its banks; electric lights at short intervals assure safe traffic at night; its great breakwater amply protects the eastern end from northeast gales. The route is through the eight-mile Isthmus which for years has been cho-

sen as the connecting link between the head of Buzzard's bay and Cape Cod bay. The deepest cut is only 29 feet above sea level. On the south bank of the canal the tracks of the New Haven railroad give access for the transfer of freight between water and land. The possibilities are, therefore, great for manufactures and general industries. Daily observations for five years show that the fog is less than one-half that existing in Vineyard sound. The course of the canal is through wide, currentless waters, free from the westerly storms of the outside route. The great hook of the cape protects vessels from all southerly gales. The new route saves 70 miles in distance between eastern and southern points and a day and a half for tours and sailing ships. Quick, certain transit upon positive schedules is required today. The canal gives mobility by an interior smooth channel through which New England can receive her crude material at a low figure. Congested land lines cannot supply it, and manufacturers must have it promptly and cheaply if they are to replace vanishing home markets with new trade from South America and the Pacific. The raw products from the West will also reach New England directly by water from the Great Lakes.

A secondary source of revenue to the canal company and of great importance to the state is the development of a district which today is off the main arteries of travel. Southeastern Massachusetts, from Plymouth to Provincetown, is sparsely inhabited, and is well fitted for the summer homes of people from the interior looking for resorts in a desirable climate. Lines of steamers from the west will give ready access to the increasing number of families seeking the New England coast.

The Cape Cod canal proving remunerative, private capital will be attracted toward the building of minor channels. With this forecast and for this reason, it is safe to say, Mr. Belmont after solving, in a narrow field, the local transportation question of the city of New York, turned his attention to the broader one of lessening distance and time and of saving lives by a sea route through southeastern Massachusetts—the land of his forebears. The United States and the state of Massachusetts having failed to solve the problem, he found that the time had arrived to build the canal. Large corporations had replaced the individual owners of sailing craft; the control of the traffic was in a few hands; consequently there were less units with which to deal.

Keeping this point in mind, and that the undertaking was completed at a time when the need of a closer relationship between the corporations and the people was more than ever

apparent, information is being sought from its prospective patrons leading toward perfected transportation and rates fair to the investor as well as to the ships and the consumer. It is especially essential to seek this aid for the reason that no deep-sea canal exists in this country upon which tolls are charged, consequently there is no precedent upon which to base a revenue. The men who built the Cape Cod canal asked no help from Washington. On the contrary, they constructed and paid for a channel over four miles long in the United States waters of Buzzard's bay. They built a breakwater three-quarters of a mile long, also at their own expense, in Barnstable bay. Both these works will be of great benefit to commerce and to the adjacent localities. They make deep-water harbors long needed for the benefit of the public.

ARMY AS RESULT OF RIOT
Comparatively Trivial Incident Led to the Formation of Present British Force.
The movement to preserve Ken Wood, the beautiful Hampstead estate, from the clutches of the builders, reminds the student of military history that the bloody little fight which occurred there in 1661 led to the reconstitution of the British regular army. Thomas Venner, a wine cooper, was the leader of a set of fanatics known as "fifth monarchy men," who announced their determination not to sheathe their swords "till Babylon should be a hissing and a curse, and the kings of the earth should be bound in chains and the nobles in fetters of iron." Fifty of these zealots on Twelfth Night emerged from their meeting-place in Coleman street and overpowered the city trained bands. The assault was repulsed by the lord mayor in person, who, suddenly aroused and scantily clad, at the head of a band of followers, drove the insurgents to Highgate, where, in Caen Wood, a sharp encounter with the life guards took place the following day, with several casualties to the household cavalry. The rising was put down without further difficulty, but the result was the arrest of the process of the disbandment of troops and the reorganization of the army, of which the existing life guards, blues, grenadier and Coldstream guards were the nucleus. —Montreal Herald.

WOUNDED AND CAPTURED GERMANS
Brought into Paris Declare Bayonet Charge Irreversible.
Paris.—The majority of the wounded Germans who are being brought into the city are suffering from bayonet wounds. They declare the British have resorted almost exclusively to the steel in the recent fighting. Their methods are to shell the German trenches at length, utilizing all of their artillery. Then the entire British line charges. The majority of the Germans admit they have been unable to withstand the ferocity of this character of attack. They describe the British as wild men who refuse to be checked even with shrapnel. Especially terrifying are reported to be the Irish and Scotch regiments. The rivalry between them is acute and every time a Scotch column distinguishes itself the Irish can be depended on to attempt to eclipse it at the next opportunity.

Red Cross Head Is Active
Miss Mabel Boardman Is Not Only Chief of Organization, But Its Directing Spirit.
Washington.—Miss Mabel Boardman, the head of the American Red Cross, is not the chief of that organization in name only. She is its active director and every move the Red Cross has made to help the sick and wounded in the present European war has had her personal attention. When the war broke out she had just arrived at Murray Bay, Quebec, to spend her relief expedition has sailed for the Mediterranean to help in the Balkans.

YANKEE IMPERILED BY SLANG
Dictionary Discloses "Beans" Is Not Code, So Germans Revolve Firing Squad Decree.
New York.—American slang does not appeal to German military officers. It sounds too much like a secret code. This was learned by Dr. Alexander Becker and Dr. Eduardo San Giovanni, both instructors in the manual training high school, who arrived here from Naples. Doctor Becker was in Markirch, Germany, when the war started. Doctor San Giovanni, who was in Vienna, went "broke" when the banks there suspended payments, and he could not cash his letter of credit. He did not want his Vienna hosts to know of his condition, so he telegraphed Doctor Becker in Markirch as follows: "Kale all gone. Wire 30 beans." "A secret code," said the German military telegraph operator. "This man is a spy." Thereupon the German army fell on Doctor Becker and took him to headquarters, where he was questioned all night. He tried to tell his captors that this was merely a message of distress. "Kale," he explained, signified money. "Thirty 'beans' meant \$30. "Not so," said the German military men. Kale means the City of Kiel. You have designs on it. We know what 'beans' is for, but this is some kind of a vegetarian code. Call a firing squad."

OXFORD HAS COURSE ON WAR
University Lecturers to Explain Causes of Present Conflict on European Continent.
London, England.—Oxford university has announced an extensive plan for teaching the causes of the present war through popular lectures to be offered in courses throughout England. The regular history lecturers of the university, men trained in treating

Health Vs. Wealth.
It has been estimated that the money value to society of the average human life is about \$2,900. On this basis our vital assets could be reckoned at, roughly, \$250,000,000,000. Against this set the \$110,000,000,000 at which the physical wealth of the United States is figured, and even the most ardent materialist will admit that the conservation of human life is more important than the conservation of forests or the eradication of disease among cattle and hogs.

WON THE DAY BY FLATTERY
Cuthbert Evidently Knew Just How to Say the Right Thing at the Right Time.
Cuthbert Pipwhistle waltzed in palpitating silence for Gervangeline to answer the great question he had just put to her. Would she say: "Yes, Cuthbert," or would she prefer to remain Miss Smith? Slowly Gervangeline turned her peroxide head round and gazed into the

TRAPS THE TEUTONS

Englishman Delivers Germans Up to Their Enemies.

Signals British Warship That Vessel on Which He is Crossing Water is Carrying Reservists—Is Severely Attacked, But Wins Out.

Halifax, N. S.—More thrilling than fiction was the story of the British battleship *Glory's* stopping of the Spanish mail boat *Montserrat*, as told here by members of the crew. The *Montserrat* sailed from Vera Cruz several weeks ago and stopped at New York en route here. The British consul general at New York was suspicious of a number of those reported on the *Montserrat's* sailing list, thinking they were German reservists.

When the *Montserrat* sailed from New York one of her passengers was a quiet little Englishman who made plenty of acquaintances and seemed to know a great deal about the ship. Nobody paid much attention to him, however, until the *Glory* bore in sight. Then some of the German-speaking men aboard became very much aware of his presence. They discovered the quiet Mr. Beatty on the poop deck in the shelter of one of the boats carrying on a vigorous wig-wag with the *Glory*.

The Germans—many of whom had been telling the sympathetic Mr. Beatty all about how they had their uniforms under their civilian clothes and how they planned to rejoin the German army—made a rush for the Britisher and a lively scrap ensued. The *Glory* meanwhile signaled for the *Montserrat* to stop and demanded that Beatty be protected. Captain Ferrer obeyed. The big 12-inch guns of the British battleship were trained on him and he had no alternative.

When a heavily armed boarding party of British blue jackets came aboard Beatty saluted their officer and made a formal detailed report of his investigations. The Germans were arrested on arrival here and held. Their baggage is being searched.

CALL THE BRITISH WILD MEN

Wounded and Captured Germans Brought into Paris Declare Bayonet Charge Irreversible.

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REMAINS AT VIENNA HOME

Mme. Dumba, Wife of Austrian Ambassador to U. S., is Visiting in War-Swept Country.

Washington.—Mme. Dumba, wife of the Austrian ambassador at Washington, is still at her home near Vienna, where she went early in the summer for a short visit. The old castle, which is her home, is called Schloss Vestenhof and is about an hour and a half by motor from Vienna. It was built in the eleventh century and is surrounded by beautiful grounds which are Mme. Dumba's especial delight.

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public questions in a nonpolitical way, will be utilized for this work. All the universities of England will carry on their school work as usual this year, beginning early in October. Attendance will be reduced greatly at most of the institutions. Still the large attendance of foreign students at English schools and the great number of students not physically qualified or too young for war duty makes it imperative that work be carried along without interruption. Cambridge and Oxford always have

Salvation Army at the Front. Quebec.—For the first time in actual warfare, the government is sending six Salvation Army officers with the Canadian contingent as chaplains. The men offer to serve as dishwashers and all other labor.

FIELD TELEGRAPH OF THE FRENCH ARMY



NORTH POLE VICTIMS

Lieutenant Sedoff Dies in the Arctic Region.

Stefansson, With Only Two Companions, Starts on Two Years' Journey into Depths of Ice-Bound Country of the North.

London, England.—It is reported by surviving members of the arctic expedition headed by Lieutenant Sedoff, which left for the north in 1912, at Archangel, that Lieutenant Sedoff died in a vain attempt to reach the north pole. The expedition wintered in 1912 and 1913 in newly discovered territory and later Sedoff proceeded to Franz Josef land, whence he started for the pole, accompanied by two sailors. The leader fell ill on the way and died.

Nome, Alaska.—The gasoline schooner *King and Winge*, which arrived here from Point Barrow, Alaska, brought news that Vilhjalmur Stefansson, the Canadian explorer, with two companions set out from Martin Point, east of the mouth of the Barter river, March 22 with six dogs, a sled, two rifles and plenty of ammunition, heading straight north over the ice in search of new land. A supporting party of three others accompanied Stefansson 60 days due north on the sea ice and then returned, reaching shore April 16.

Before starting Stefansson left orders with Dr. Rudolph M. Anderson, his lieutenant in the Canadian government expedition, to establish a camp for him on Banks' Land.

Stefansson may not be heard from for two years, his associates say. The three men in his party are remarkable ice travelers and expected to be able

to subsist on seal meat, as did the dogs. Their sled is built so as to be convertible into a boat for crossing streams of open water in the ice.

The gasoline schooner *Polar Bear* subsequently went as far east as Banks' Land, skirting the ice and blowing her whistle continuously, but failed to find any trace of the three men.

Andrew Norman of the Stefansson expedition was lost for two days last May and was found by searching parties. He became demented as a result of his sufferings while lost and committed suicide by shooting. This is the first fatality in the expedition as far as known.

The story of how Ernest De Koven Leflingwell, the arctic explorer, and Capt. Otto Nahens, a former member of the Stefansson party, had traveled from Flaxman island to Point Barrow in a dory was brought here from the arctic. The perilous journey of the pair took 39 days. Both are on the steam schooner *Jeanette*, which left Point Barrow for San Francisco August 21.

Sprague Brooks, an ornithologist from Harvard university, was reported aboard the revenue cutter *Bear*. He was a member of the Stefansson party and was picked up at Point Barrow, where he had been taken from Demarcation point on the schooner *Anna Olga*. The four-masted schooner *Holmes* went ashore on Sea Horse island, near Point Barrow, but was pulled off by the *Bear* and taken to Point Barrow August 25. The gasoline schooner *North Star* has been purchased and added to the Canadian exploring fleet. Doctor Anderson sailed from Herschel island August 15, with the vessels *Mary Sachs*, *North Star* and *Alaska*. The *Mary Sachs* will go to Banks' Land direct, and the *North Star* and *Alaska*, with Doctor Anderson, will go to the Coppermine river in Union straits, 500 miles east of Herschel island.

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WAS MISERABLE COULDN'T STAND

Testifies She Was Restored to Health by Lydia E. Pinkham's Vegetable Compound.

Lackawanna, N. Y.—"After my first child was born I felt very miserable and could not stand on my feet. My sister-in-law wished me to try Lydia E. Pinkham's Vegetable Compound and my nerves became firm, appetite good, step elastic, and I lost that weak, tired feeling. That was six years ago and I have had three fine healthy children since. For female troubles I always take Lydia E. Pinkham's Vegetable Compound and it works like a charm. I do all my own work."—Mrs. A. F. KRAMER, 1574 Electric Avenue, Lackawanna, N. Y.

The success of Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, is unparalleled. It may be used with perfect confidence by women who suffer from displacements, inflammation, ulceration, tumors, irregularities, periodic pains, backache, bearing-down feeling, flatulency, indigestion, dizziness, or nervous prostration. Lydia E. Pinkham's Vegetable Compound is the standard remedy for female ills.

Women who suffer from those distressing ills peculiar to their sex should be convinced of the ability of Lydia E. Pinkham's Vegetable Compound to restore their health by the many genuine and truthful testimonials we are constantly publishing in the newspapers.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

OXIDINE
FOR CHILLS AND FEVER
OXIDINE
is established as the remedy for LaGrippe, Colds, Headaches, Constipation, Malaria, Chills and Fever. OXIDINE does what most remedies fail to do—it builds up and purifies the blood. OXIDINE is the best Tonic and eradicator of Malarial Poison that long experience can prepare.
50c. the Bottle—Bitter and Sweet Forms
THE BEHRENS DRUG CO., WACO, TEXAS
Sole Owners WACO, TEXAS

ADVICE TO THE AGED

Age brings infirmities, such as sluggish bowels, weak kidneys and torpid liver.

Tutt's Pills

have a specific effect on these organs, stimulating the bowels, gives natural action, and imparts vigor to the whole system.

GIRLS BE BEAUTIFUL—Send 5 cents for jar of Mrs. McCormick's Beauty Cream, it promotes and perfects that irresistible charm, a beautiful complexion. Use it and improve YOUR complexion and be charming. Lady agents wanted. BEHRENS DRUG CO., Waco, Texas

William had not been in the other world long when George wooed and won the promise of his widow. "Do you love me, sweetheart?" asked George. "Yes, dear," cooed the widow. "Better than anybody on earth?" persisted he, after the foolish manner of lovers. "Yes," she answered, "better than anyone on earth; but, George, don't ask me about heaven."—Judge.

RUB-MY-TISM

Will cure your Rheumatism and all kinds of aches and pains—Neuralgia, Cramps, Colic, Sprains, Bruises, Cuts, Old Sores, Burns, etc. Antiseptic Anodyne. Price 25c.—Adv.

Domestic Amenities. Mrs. Gabbleigh—John, you were talking in your sleep. Husband—That's funny, for I was dreaming of you. Mrs. G.—What was funny about it? Husband—Why, I don't see how I got a chance to say a word.—Boston Evening Globe.

Hicks' CAPUDINE

CURES HEADACHES AND COLDS—Easy To Take—Quick Relief.—Adv.

The Idea. "Would you forgive me if I kissed you?" "How can I tell beforehand?"—Judge.

Dr. Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels. Sugar-coated, tiny granules, easy to take. Do not gripe. Adv.

The Case Stated. "The baby has dear Maria's nose." "No, it hasn't, for she has just been poking it into my business."

Only One "BROMO QUININE"
To get the genuine, call for full name, LAXATIVE BROMO QUININE. Look for signature of E. W. GROVE. Cures a Cold in One Day. Stops cough and headache, and works off cold. 25c.

A western railroad lends stump pullers to farmers at a nominal rental as one way of encouraging business.

Whenever You Need a General Tonic Take Grove's
The Old Standard Grove's Tasteless Tonic is equally valuable as a General Tonic because it contains the well known tonic properties of QUININE and IRON. It acts on the Liver, Drives out Malaria, Enriches the Blood and Builds up the Whole System. 50 cents.