

POWER WHEELED BY NEWSPAPERS

Sir Auckland Geddes Says Writings Mold International Relations.

SHOULD BE FRIENDLY British Commonwealth and United States Help Interests by Co-operation.

Asheville, N.C., July 22.—The making of international relations of the future is largely in the hands of the newspapermen of America and the British Empire, Sir Auckland Geddes, British ambassador to the United States, declared in an address at the annual meeting of the Southern Newspaper Publishers' Association.

The hope of mankind that the last great war has been fought, Sir Auckland said, could be turned by the newspaper writers of the English speaking world either to cruel mockery or to advance toward realization.

Mutual understanding between the British Commonwealth of nations and the United States matters more to the English speaking people and to the world than anything else at the present time, Sir Auckland declared.

"When I read some American papers, I am most persuaded that my fellow countrymen, since I left them to their own devices, have gone mad in two directions at the same moment."

"Of course, this is all nonsense. The mass of the British people are very much what they have always been, only now the political power is more widely diffused. I do not see how the understanding of one nation by another can be developed by information confined to the exceptional, the startling, the incredible, or the idly boasting doings and sayings of its individual citizens."

"Then we have the great political and socio-economic problems which require solution—problems as wide as the world and as deep as the human heart. Will they be helped if you and we are unfriendly and bickering with one another? Will it help you or us if large areas of the world are uncivilized or are in a state of anarchy because you and we fail to co-operate with one another and with the nations whose social existence is threatened with economic chaos in which the good which we produce is lost to the world?"

"Here is the problem: Co-operation which is urgently needed between us is only possible on a basis of friendship and mutual respect and understanding. You gentlemen and all of your profession have it in your power to have no others to foster that respect and understanding between the nations. Practically everybody reads some daily or weekly paper. A few read bound books. On you and on your fellows throughout the English-speaking world the burden is laid. By force of circumstances, by the nature of your calling, you carry out in your hands largely is the making of the international relations of the future. The hope of mankind that the last great war has been fought could be turned by you either to cruel mockery or to advance toward realization."

"With all this talk of co-operation at my command, I beg you in the name of all who like myself are devoting their lives to the furtherance of the cause of international peace to enroll yourselves in the army of the international peace-makers. Try with all your skill and art to make the nations realize their common essential humanity. Let them see each other as they are, grouping of plain, simple people who live and die in the same way in all the countries whose civilization is based on Europe."

being must report events which stand out in the mountain peaks above the plains of the average man's due performance of his daily round and common task. This leads to no misunderstanding in connection with local or national news. The reader has all round him the flats of his own and his neighbors' daily life, but when an untraveled Englishman reads in one issue of some sensation-mongering English paper of a railway accident in Texas and another in Maine, shall we say he says 'Good Lord! It must be more dangerous to travel in an American train than it was to go over the top.'"

"When the same unimaginative soul reads in the paper of his choice of motor car accidents, hold-ups, divorces and murders here and there, and nothing and no change of getting anything to correct his impression, the inevitable happens—he concludes that if you enter an American train you will probably be killed in an accident, but that if you are not you will almost certainly be held up by a bandit and shot, and even escaping you will be murdered and thereafter killed by a motor car."

"These he comes to assume to be the daily sports and pastimes of the American people and says to himself: 'Well, I cannot understand them.' They 'bottle me' all because he, the stay-at-home reader, has not steadily before him continuously a conscientious account of the great mass of ordinary, quiet, more or less routine, business and happy family life that constitutes the unvaried experience of the ninety and nine who do not go astray and get their names into the papers."

"With the part reversed the same is true. I would be almost ashamed to tell you how many hours I have devoted to reading American papers. I solemnly read all the news that is printed about the British people and their public and private doings, and in my mind's eye I am vividly hypnotized into the belief that the British people are all either drowned or divorced, the pees bankrupt, the government estate and the French tide-water Congress the show-stopper, and that the British people are all either drowned or divorced, the pees bankrupt, the government estate and the French tide-water Congress the show-stopper, and that the British people are all either drowned or divorced, the pees bankrupt, the government estate and the French tide-water Congress the show-stopper."

"The fact is that the whole opposition from New York grows out of a narrow-minded provincialism, an unwelcome and unwarranted jealousy of the great metropolis of America."

"Another of their objections is as weak. It is that, in case with war, the waterway might admit the British navy into our lakes and thus become a menace to us in case we ever get into trouble with Great Britain. But water is a common property, and it is not to be divided by artificial barriers. The locks and canals could be destroyed by shell fire from the American side without the slightest difficulty."

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WAITING TO WELCOME GENERAL BOOTH

direct and rapid communication with the seaboard. I quite appreciate the fact that many of our lake carriers are unsuitable for the ocean traffic, but on the other hand, if you will journey to the waterfront of this very city you will see ships there which have not yet turned a wheel, which, when they are completed, will be fit to go to any port in the world. In my opinion, it is this project which will finally solve the coal and food problem of the world."

Mayor James Couzens was also unable to be present, and he was represented by Corporation Counsel Clarence H. Wilcox, Councilman William P. Bradley and Police Commissioner Dr. James W. Innes.

"Out of this congress," declared Mr. Wilcox, as spokesman for the delegation, "will result one of the greatest economic advancements in this country's history. A proposition which has already gained the support of over half the states in the union cannot long be ignored in Washington. It seems to me that your campaign is nearly half won now."

Stirling in the extreme was the address of welcome addressed by E. H. Campbell, president of the Detroit Board of Commerce, who acted as chairman at the opening session. He sketched the history of Detroit, showing that the city's history was the history of the waterway and that its fate was inevitably linked up with the traffic over the great lakes waterway.

"The benefits to accrue to the mill people of Detroit can only be realized by granting the same benefits to the thirty or forty or fifty millions who inhabit all the territory which is directly or indirectly affected by your project. This is the spirit in which the people of Detroit enter into this conference and welcome your presence here, and it is in that spirit as we all know, that your deliberations will be conducted."

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"Even with the St. Lawrence system developed and with the railways all running at 100 per cent. efficiency, we would still have inadequate transportation facilities."

"Whether or not the development of the waterways will injure the steam roads is beside the question. The general welfare is the matter to be considered, and I do not believe that the railways are offering any organized resistance to the plan."

"Why Montreal Opposes" "It is easy to see the reason for the opposition from Montreal. They are looking to a larger Montreal, but I would not be sorry if we did not have to pay such a tribute to a remote eastern city in the way of extra transportation charges. Our two countries are not as much concerned in building up metropolitan areas as in furnishing the necessities of life to the great bulk of the people as cheaply as possible."

"Montreal's other plea is that the plan is not practical, but expert engineers of both the United States and Canada have held that it is practical. But even if we should find that the plan is a failure and that the power development would not pay for the expense involved, according to an agreement reached here today at a conference between railroad executives, coal operators and James J. Storrow, former New England fuel administrator."

Colonel D. B. Wents, president of the National Coal Association, and Daniel Willard, president of the Baltimore and Ohio Railroad, will submit the agreement to the interstate commerce commission in Washington, either tomorrow or Saturday. At the same time, the commission will be asked to issue an order granting priority to New England on virtually the same terms as were embodied in its order on Tuesday giving priority to the northwest states."

Charles K. Anderson, of Chicago, Answer to Opponent.

MEASURES TO DEAL WITH DISORDERS

Announcement Made in the Commons by Chief Secretary For Ireland.

London, July 22.—Important measures for dealing with disorders in Ireland were announced on behalf of the government in the house of commons today by Sir Hamar Greenwood, chief secretary for Ireland, in the course of a debate on Irish affairs, which occasionally developed considerable heat.

Moving a resolution in the salary of the chief secretary's department for the purpose of calling attention to the government's Irish policy, Mr. O'Connor declared that nobody had done more than Sir Edward Carson, the Ulster Unionist leader, to create an atmosphere of lawlessness in Ireland, suggested that it was the Ulster movement which turned the vacillating mind of Germany in favor of war.

Sir Edward interrupted the speaker and characterized this as "an unmitigated lie."

Mr. O'Connor's motion was defeated by a vote of 181 to 49.

In the course of the debate James Henry Thomas, Laborite member and general secretary of the National Union of Railwaymen, declared that the government could obtain peace in Ireland immediately by establishing dominion home rule there.

Mr. Anderson declared the saving in time and money in unloading and reloading ships would pay for the proposed waterway many times.

The speaker asked the congress to poll manufacturers and business men of New York and Pennsylvania and learn their views, declaring his opinion that the census would show a large percentage favorable to such development.

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FRIDAY MORNING

GOVERNMENT ON WORLD

Pledge by Government Formally Accepted

Marion, Ohio, July 22.—The constitutional government of party and not of class, and based on national world ideals was given standing today in form of the Republican nomination.

He welcomed a popular on the league of nations, increased production of food and living pleasures of sectional and class character for industrial peace inspired by the prohibition he gave nation, saying that the opinion regarding the amendment and the election to make it operative, no evasion in their election of his "single satisfaction of the suffrage fall in every state. Reviewing and comparing other plans of form, the candidate of active bargaining for the cooperation in relief, the enlargement of the national army, but promising restoration and a peace declaration as brought home by the war, if we can only with added section and peace man plan platform reconstruction and United States vessels pass canal without toll, cleared."

Thoughts of American creation, to the origin shipping, to the American responsibility. The speech of notice by Senator Henry C. Will notify.

Columbus, Ohio, July 22.—White of the Democrats today announced that he had been nominated for the presidency and vice-presidency.

Berlin, July 22.—The German republic is a member of the League of Nations. He is 48 years old for the church and an attorney at law, and held several local positions. A presiding officer, and of assembly in difficult parliamentary. He is a portly figure, and a porous speaker.

Latest News and Best

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BIG WATERWAY SCHEME URGED

(Continued From Page 1)

seat of the Great Lakes and make every lake port an ocean port.

"New Orleans gentlemen is with you," was the message brought to the Great Lakes-St. Lawrence Tidewater Association this afternoon by Walter Parker, general manager of the New Orleans Association of Commerce.

"New Orleans' ambition is to handle the trade of the 26 states of the Mississippi Valley, but we do not feel we should work for any arbitrary monopoly thereon, unless it be predicated solely upon economy of service."

"The Canadians and the Americans are the same sort of people and have the same general aspirations. Consequently, it is logical that the development of our great trade channels, the Americans and the Canadians should work together wherever possible, as they propose to do in the case of the St. Lawrence River project."

the Mississippi Valley Association, who was to have spoken today, will speak tomorrow afternoon. Another change in an address which will be delivered tomorrow morning by Gustavus Ohlinger, of Toledo.

"At tomorrow morning's session, several resolutions will be presented on behalf of Canada, dealing both with the deepening of the St. Lawrence system and with the power development scheme."

Lennox's Strong Speech. "The west demands it," was the keynote of the stirring address delivered to the Great Lakes-St. Lawrence Tidewater Congress the master dinner in the board of commerce tonight by Senator Irvine L. Lennox of Wisconsin.

"The fact is that the whole opposition from New York grows out of a narrow-minded provincialism, an unwelcome and unwarranted jealousy of the great metropolis of America."

"Another of their objections is as weak. It is that, in case with war, the waterway might admit the British navy into our lakes and thus become a menace to us in case we ever get into trouble with Great Britain. But water is a common property, and it is not to be divided by artificial barriers. The locks and canals could be destroyed by shell fire from the American side without the slightest difficulty."

"So, if there were the slightest foundation for the theory that this project would be a disaster to the British navy into our lakes and thus become a menace to us in case we ever get into trouble with Great Britain. But water is a common property, and it is not to be divided by artificial barriers. The locks and canals could be destroyed by shell fire from the American side without the slightest difficulty."

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vice-president of the American Manufacturers' Export Association urged development of a waterway from the Great Lakes to the Atlantic to relieve congestion in New York harbor.

In answering opponents of the project to develop the St. Lawrence, who Mr. Anderson said, had asserted the plan was not feasible because the St. Lawrence was frozen over during a part of each year, the speaker said that "so far as shipments are concerned the New York harbor has been frozen up during two-thirds of the last year."

Calling attention to the congestion of freight in New York, Mr. Anderson declared the expense of making the St. Lawrence a pathway to the sea would be trifling when compared with the results.

"The life and happiness of the Great Lakes district are at stake to a greater extent than is realized by the citizens of the territory," the speaker said. "The last census has shown a remarkable growth of cities in the lakes region. An outlet to the sea will insure a similar development in years to come."

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Table with columns for GOING DATES, TERRITORY, and specific routes and fares.

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PILES

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