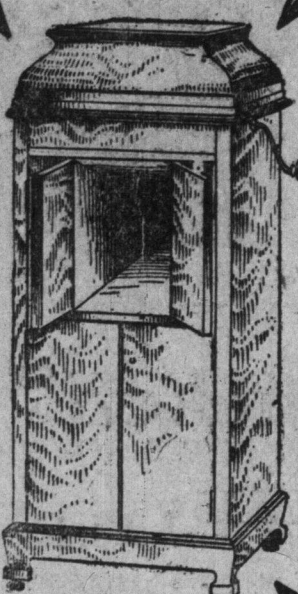


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European Transportation

LONDON, Oct. 19.—The National Waterways Commission under the guidance of its able and indefatigable chairman, has made an industrious and hurried investigation of the rivers and canals of Europe, and has looked at locks, lifts, boats and barges, and is about to start on a tour of the waterways of the United States. What conclusions the commission will embody in its report to Congress cannot be foretold, but there must be taken into consideration, among other things, certain fundamental premises that underlie the operation of railroads and canals, locomotives and barges. The transportation needs of a country are determined by its physical and political conditions, the sources of its supply of materials and the location of its markets. The transportation needs of the United States are those of a highly intelligent population that has rapidly extended over vast areas between one and another of which is the necessity for the exchange of commodities. The absence of customs duties and other political restrictions has furthered the tendency to production at places or greater economic advantage, from which products are carried over great distances to distributing centres and thence to the consumers.

It has been customary to compare the transportation system of the United States with that of one or another of the countries of Europe taken separately. Inasmuch as the area of the United States is roughly equal to that of Europe, it would seem evident that the just comparison would be that of the transportation system of the United States with that of Europe as a whole.

Such a comparison at once discloses many points of difference, but few of similarity. The countries of Europe were in an advanced state of settlement before railways were known. The tradition of the various petty medieval states was of local self-sufficiency. Grain and vegetables for local consumption, and such meat as was used

were produced by local farmers. Local artisans made the clothing, furniture and articles of general use for the communities in which they lived. There was but little traffic between one community and another, that conveyed over considerable distances being almost entirely of luxuries that could only be afforded by the wealthy and the powerful. As the petty states were combined into the larger nations, the local self-sufficiency of the community continued, and even in the present state of development it exists throughout Europe to a degree that is amazing to those reared in the industrial and commercial environment characteristic of the United States. The customs tolls that were levied on such traffic as passed from one of the old time petty states to another continue to be levied on the traffic that passes from one of the greater modern states to another, duties even still being levied on traffic passing into and out of the various towns of France. Under these conditions it is but natural that the international traffic of Europe should be mainly that which is borne by sea. Nearly every country makes up its deficiency of food supply by importation from lands over the sea, whence it is also obtained much of the raw material that is wrought into manufactures, the surplus of which over domestic needs it is sought to market in lands beyond the sea.

Germany, Holland, Belgium and France are each penetrated by great rivers running with moderate current in channels that slope gradually along the beds and shores of rock and gravel to the great ports. Certain of these rivers for considerable distances are practically estuaries, steamboats running thru, for example, between Liverpool and other ports of the North Atlantic seas to Cologne and Strasbourg on the Rhine. These great rivers naturally continue to carry a large traffic.

In the mediaeval days, when the land roads were few, costly to maintain and infested with highwaymen, the great rivers became the national thoroughfares. With increasing development canals were built mainly at first to connect

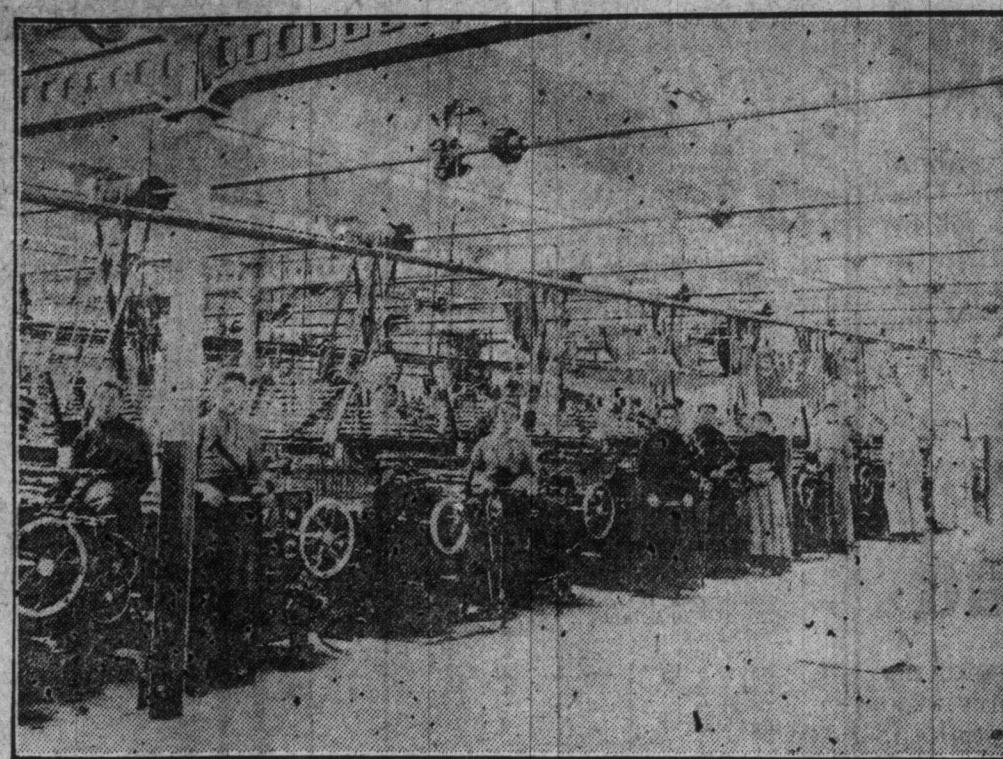
one river with another and then extended to give water communication to various places in the interior. In the early part of the nineteenth century these waterways were extended. Through tradition and custom they had come to be regarded as the natural avenues of communication which it was the duty of the nation to maintain. The first railways were built largely to serve the carrying of passengers and parcels. As they developed to the carrying of heavier freight they became serious competitors with the waterways, and one after another of the nations of Europe has compelled them to charge rates for freight so high that the rivers and canals may not be completely outstripped as they have been in the United States, where no such restrictions are imposed. It is significant that notwithstanding this the benefit of the waterways actually navigable in Germany has remained constant for thirty years, while in that of France the length of the railways has been doubled, and that the waterways carry about 14 per cent. of the freight; the Rhine and the Elbe carry over two-thirds of this. In the valley of the Rhine are great beds and coal fields, which naturally have attracted mills and factories to its banks. Over 50 per cent. and perhaps 75 per cent. of the industrial establishments of Germany are located in the valley of the Rhine, with the result that it has attained a measure of development out of all proportion to that of the German nation.

In Germany the government receives small tolls from the traffic on the canals, but none from that on the rivers. Notwithstanding this and their high rates the railways compete vigorously with the waterways. Even between the Westphalian coal fields and the city of Frankfurt, where the railways and the waterways are practically parallel, the railways carry over one-fifth of the coal.

The German policy of favoring waterways is paralleled if not exceeded by the traditional and continuing policy of France. Here there are 12,000 kilometers of actually navigable waterways, but only one-half of these carry 98 per cent. of the waterway traffic. These are the rivers and canals connecting Paris with the port of Havre, and those transporting coal and ore between France and Germany and France and Belgium. The construction of these waterways has cost over \$60,000,000 to over \$175,000,000. They carry but 11 per cent. of the traffic the railways carrying 89 per cent. The annual investment of France in constructing and improving its interior waterways stands at \$220,000,000. The annual charge for maintenance is between three and a half and four millions of dollars. Upon the capital the government receives an interest of 4 per cent. and the owners of the boats and their families, whose entire revenue is less than the maintenance and the interest were that interest calculated at 4 per cent. Moreover the waterways are relieved of all services to the government, with which the railways are burdened to the extent of nearly \$2,000,000, in addition to taxes that amount to over \$30,000,000 a year.

If England were included in this review it would be found that here where the railways have not been nationalized they carry a still greater proportion of the traffic than the rivers and canals, which have not been extended since the introduction of the railways, and which, except in one or two cases where they have the benefit of extraordinary natural advantages, have practically fallen into desuetude, out of which the Royal Commission on canals has not been able to devise a plan to lift. The much heralded Manchester Ship Canal is really an extension of the sea from Liverpool to Manchester. It has cost over \$85,000,000, and in the fifteen or more years of its existence has not paid a dividend to the shareholders. It has unquestionably brought about a great reduction in the railway rates from Liverpool, but thru this port is still handled by far the greater proportion of the traffic. It has been said that were the railways presented annually with the three million and odd dollars that represent 4 per cent. upon the Manchester canal investment, in addition to the annual cost of maintenance, they could afford to carry gratis all the traffic upon which the operation of the canal has forced reduced

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Ohio. Notwithstanding this the Chicago contractor, who built much of the Chicago drainage canal and gained the reputation of a great engineer, is bound to become a great artist. She not only possesses a beautiful voice, but is most prepossessing in appearance. Miss Wilson can be looked forward to becoming one of the finest alto-sopranos on the concert stage. It is only left to her wishes if she should like to adopt the operatic stage and possibly she may be induced to do so later on. There will be another surprise for the public when Signor Agostino Caruso makes his appearance at the Vegara concert, which will be given in December. He is the possessor of a phenomenal voice, and in it will be revealed to the public of Toronto that there exists such a thing as talent in a singing master.

The Vegara Opera and Oratorio Society.

On Wednesday last the choruses of the Vegara Society showed great precision and tonal production, were very enthusiastic, and sang with great vim. Signor Vegara introduced two of his pupils in Mrs. Arthur King of Toronto,

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Succumbed to Injuries. GRAND RAPIDS, Ohio, Nov. 12.—Roy Siegel, a schoolboy, injured two weeks ago in a football game, died last night.

INSIDE

Local Tea Pupils A quiring

Everyone's interest of criticism school. In Spott's education is and education it would the public able for the first Spott's able in the centages weakness province of using school classes discarded being equ and the fourth book ple reach mastered It is this ing lessons the general the root of ing or real That pupil antiquated When used reader bec system. Fancy de learn eyed dred page ing words cabulary, so trained when hehe an intellig and when impelled ary, he will be of to the thousands of The Tor make the stical by The many page words in be those they are words, and two hund they do not Teachers spelling words, an idea of the posterior in this vocabulary All the should be the words the words. In inspect side of the lacking in In these interesting learn and to memor dren to co of words which the

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