

### The Programme at THE NICKEL for Monday and Tuesday

#### "OUR MUTUAL GIRL"

The 2nd episode of this great series—it shows Margaret buying her summer gowns at one of New York's great department stores

#### First Appearance of HORWARD C. STANLEY in Ragtime Songs.

A Vitagraph two-part comedy drama

#### "TOO MUCH UNCLE"

He happens in on his nephew who has to have a wife to get uncle's money. He borrows his friends. When it ceases to be a joke, the truth is told and the fun starts all over again. Anita Stewart and Billy Quirk are featured.

#### "THE AGGRESSOR"

A thrilling two-part melo-drama. Fine Acting. Good photography. Splendid scenery.

COME UP EARLY, THIS WILL BE A GREAT PROGRAMME.

## CASINO THEATRE

Opening Monday, April 19th, under an Entirely New Policy

FEATURE PICTURES ONLY

Consisting of 5, 6, 7 and 8 Reel Subjects. Commencing with the world famous New York and London Sensation

### "A Million Bid"

Produced by the celebrated Vitagraph Co. of America, in 5 Reels

Thrilling Social Drama! Beautiful Photography. Superb acting. Monday, Tuesday and Wednesday evenings at 7.30 and 9. Two shows nightly. Admission, 10 cents to all parts of the House. Appropriate music. Come early, as these pictures must be seen from beginning to end in order to be fully appreciated. Get the "Feature Habit"—you will undoubtedly find it "well worth while."

## East End | ROSSLEY'S THEATRES | West End

The most elaborate, up-to-date Theatrical Houses in town. Also the best Orchestra, with Mr. A. Crocker, Leader.

(Under the distinguished patronage of His Excellency the Governor and Lady Davidson)

### Mr. Ballard Brown and Miss Madge Locke

Will present a Scottish Domestic one act Play

### NAN, OR THE UNPOSTED LETTER

MISS MADGE LOCKE, in Character, will sing "Caller Herring." MISS MADGE LOCKE, in Character Dutch Studies. Burlesque Duet, THE RIVALS. Feature Vitagraphs.

One Long Show. General Admission, 10c. Reserved Tip Up Chairs, 20c.

NOTE—On Wednesday a special matinee under the distinguished patronage of His Excellency the Governor and Lady Davidson, and many prominent citizens.

## The CRESCENT PICTURE PALACE

A GOOD SHOW ALL THE TIME

### "The Uphill Climb"

A strong Western Drama in 2 Reels, being the story of a man's hard fight with John Barleycorn.

"SAWDUST AND SALOME"—Being the romance of a Circus Girl, featuring Norma Talmadge.

"BRONCHO BILLEY'S CLOSE CALL"—A Western Comedy Drama with G. M. Anderson.

"ACTOR FINNEY'S FINISH"—A Warring Comedy, the downfall of a would-be actor.

Mr. Hanaford sings a new song to-night.

Coming—"THE OLD FLUTE PLAYER"—A Great 3 Reel Feature.

## THE PANAMA CANAL

AFTER many years of titanic labor that gigantic artificial waterway connecting the Atlantic and Pacific Oceans—the Panama Canal—has been thoroughly completed, and will be opened with official ceremony early this spring. It has, however, been open for commercial traffic since 15th August last, and the purpose of this article is to place before our readers—so many of whom may, by and by, expect to make close acquaintance with it—an account of the Canal and its working, from the day of one who has already passed through the wonderful waterway. What follows is an account written by Captain Wallace McKenzie, of the Glasgow-Gilmour liner "St. Winifred," on a her voyage to Japan, passed through the waterway in October last, being amongst the first merchant vessels to do so.

Captain McKenzie writes:—The United States Government leased from

the Republic of Panama in 1902, for a period of 99 years, a strip of land 10 miles wide—being 5 miles on each side from the centre of the Canal—and extending from the Atlantic Ocean to the Pacific. This strip of land is called the Canal Zone. Colon, which was at one time called Aspinwall, is the port nearest to the Canal on the Atlantic side, and Panama is the nearest port on the Pacific side. The Canal does not actually touch these two ports, and a town has sprung up at each end of the Canal. That one at Colon is called Cristobal (Christobal), and the one at Panama, Balboa. On entering the Canal from the Atlantic end one sees three huge steps extending across the Canal. These steps are the Gatun (Ga-toon) Locks by means of which a ship is raised 85 feet to the level of the Gatun Lake. The locks are divided longitudinally in two, in this way making three locks in line on each side of the middle pier. One ship can be passing to

the Atlantic, while another ship is passing to the Pacific. Each lock is 110 feet wide and 1000 feet working length, while the lock gates are steel structures 7 feet thick. A heavy "fender" chain extends across the locks which can be hauled taut, and so stop a ship which may be entering the locks at too great a speed, thus preventing damage to the lock gates. At the end of the set of locks nearest to the lake is a swing bridge which can be placed in position across the lock and by an arrangement of chains and pulleys, plates overlapping each other can be lowered, extending down to the bottom of the lock. This bridge is electrically worked, and can be in position in 1½ minutes. It would be used in case of accident to a lock gate, in order to retain the water in the lake.

At each set of locks is an electric tower, inside of which is a miniature set of locks under the eye of the official, who works the locks by means of switches. The resultant action in the locks of moving a switch is reproduced in the miniature set of locks. By this means the official in the tower sees what actually has happened. Some switches cannot be moved unless some other switches have just been moved, and this forms a kind of block system. The water in each lock can be raised or lowered in 4½ minutes.

On each side of the locks are three electric locomotives called towing mules. From the top of each mule a wire rope comes out and is made fast on board ship. The wires from the first mule on each side of the ship are made fast on the forecastle head; the wires from the second mule are made fast amidships, and from the third on the poop. These mules—which tow the ship through the locks—run on three rails, the middle one of which is cogged to enable the mule to climb the incline from one lock to the other. A guard of United States soldiers is on each set of locks, and no one is allowed to go ashore on to the locks from the ship, nor is any one allowed to go on the locks from the shore without a permit.

caused the landslides spoken of

These landslides have been the greatest difficulty the constructors of the Canal have had to contend with. From Culebra Cut the ship passes into Pedro Miguel Lock, which lowers the ship 31 feet in one step—the biggest step in the Canal—to Miraflores Lake. One mile further on are the Miraflores Locks, which lower the ship in two steps a depth of 54 feet to the level of the Pacific Ocean. Passing Balboa a launch comes out and accompanies the ship for 6 miles, when it is clear of the Canal, and the pilot is taken off. Eight men accompany the pilot to help to work the ship through the locks.

It takes 9 hours for a ship to pass through the Canal a distance of 49 miles, and shipping is only allowed to proceed between the hours of 8 a.m. and 4 p.m. as the Canal is not yet finished (October, 1914) and work proceeds during the remaining sixteen hours of the day. The Canal was opened on 15th August, 1914, and the construction has so far cost about 400,000,000 dollars.

To Captain McKenzie's interesting account from personal observation a few sentences may be added, culled from a new publication "The Pocket Guide to the West Indies" by Algeron E. Aspinall (London: Duckworth

## Mine Workers and Booze

As a class there is no more drunkenness among coal mine workers than there is among similar labor in any other American industry. Naturally, among the hundreds and often thousands of mine workers in mining communities, there are some hard drinkers. These, however, comprise but a small percentage of the whole; but this small percentage of a large class seems a number of considerable size, if the total number of mine workers is not kept in sight. For instance, it is assumed that in a machine shop, or other industrial plant, employing one hundred men, 5 per cent. are hard drinkers, that means only five men are so classed. In a mining community, the same percentage of one thousand mine workers, means fifty men; of two thousand, one hundred men; and of five thousand, two hundred and fifty men.

It makes no difference what the actual percentage may be, there is no industry employing large numbers of men having a smaller percentage of hard drinkers than the coal mining industry.

In a recent letter to the writer, Col. R. A. Phillips, general manager of the Coal Mining Department of the Delaware, Lackawanna & Western Railroad Co., a man who rose from the ranks to his present position, said:

"I have lived and associated with the D. L. & W. miners all the days of my life—no one knows their habits and mode of living better than I.

"I know of no people with a higher standard of sobriety, morality and American manhood and good citizenship, than the mine employees."

In making this statement, Colonel Phillips referred to the mine employees as a class. He knows, as does every man familiar with life in coal mining regions, that while as a whole the mine workers are entitled to the above commendation, there are among the large number a comparative few who use liquor to excess.

Colonel Phillips' statement will apply to practically every coal field. The statement we make regarding the "comparative few who use liquor to excess" also applies to every coal field.

The mine laws of all states provide that intoxicated men shall not be allowed to enter the mine. That this is a wise provision cannot be controverted. It states where both miners and operators influenced the nature of the laws, no matter how widely they differed on other sections, they both strenuously supported the exclusion of drunken men from coal mines.

Unfortunately, however, the laws that are intended to keep drunken men out of mines, do not provide a formula by means of which drunkenness can invariably be detected. A man may drink considerable liquor within a few minutes before he presents himself at the mine opening and show no outward sign of intoxication, and within half an hour or an hour after entering the mine be recklessly drunk. Such a man not only jeopardizes his own safety, but is a menace to the safety of every other man in the mine. One drunken man in some coal mines may commit some foolishness that will bring death or serious injury to several hundred of his fellow workmen.

With a view to prevent a drunken man entering the mine, the officials of the Coal Department of the Delaware, Lackawanna & Western Railroad recently started a movement to have all bars in the vicinity of their mines kept closed between the hours of 11 p.m. and 7 a.m. That is, the bars would not open until all the men had entered the mine and would be closed at a reasonable hour at night so that in case a mine worker did overindulge at night he would not be able to get to the mine until after 7 a.m. This movement met with the hearty support of the officials of some other companies. It ought to have the support of every man connected with the industry, mine workers as well as officials.

Unfortunately, the movement has met with opposition. Naturally, some barkeepers oppose it. Then some mine workers who mistakenly think

the movement is an insulting reflection on the sobriety of the working man, and an insidious attack on his personal liberty, also oppose it.

The opposition of the barkeepers to the movement is of no account. The opposition of any considerable number of mine workers is. This opposition, however, will fade away when those adhering to it really understand the movement and its benefit to them.

Mine workers, regardless of whether they are total abstainers or occasional drinkers, should join hands in supporting a movement to keep all bars in mining communities closed until after 7 o'clock in the morning. None but hard drinkers want a drink of liquor in the early morning hours, and if such hard drinkers are mine workers on their way to work they shouldn't have it. For such men one drink seldom suffices, and as the effects of the liquor may not show at once they are allowed to enter the mine. Once in the mine, they go to their working places and if, as is invariably the case, intoxication in any degree follows, they are practically alone and in position to do some fool act that may not only bring disaster to them, but to many others if not all the men in the mine.

In some sections of the country the Judges in granting licenses restrict the hours during which liquor can be sold. In those sections there is no necessity for such a movement as has been initiated by the officials of the Lackawanna company. But where there are practically no restrictions, except those against keeping bars open on Sunday and election days, a similar movement cannot be started too soon, and if the movement has the support of both mine workers and mine officials it will be effective. In most cases the barkeepers will voluntarily comply with its requirements, and those who will not, will undoubtedly lose their licenses, for the Judges in every case will accede to the reasonable demands of the combined mine workers and mine officials.

As to the movement being a blow at the personal liberty of the mine workers—that is the argument of fools. By the same token the law that prohibits the use of open lights in a gaseous mine is a blow at personal liberty. An open light is a better illuminator than a safety lamp, and not so cumbersome, and in many instances is no more menace to the safety of the mine workers than a drunken man is. The Colliery Engineer.

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## MOTHER

What an enigma is mother? A glimpse of Heaven—the joy of earth—a sweet, refreshing basis on the deserts of life. She is as the altar of roses—a measure of sunshine, and a fountain of love—a divine spark that has found lodgment upon earth. She is the foundation upon which a nation builds its hopes and ambitions; and it can build no loftier than her sublime desires. Trust her, and a nation becomes great; doubt her, and a nation's splendor wanes. Wound her, and she forgets you—regale her, and she rejoices with you. She glories in your strength and high ideals, and with pity and tenderness she endures your weakness. When success is attained, she extolls you; when defeat comes, she gives consolation. When sorrow seeks to overwhelm you—when pain would ruthlessly rob you of your reason—'tis mother's voice that allays the anguish, and mother's hand, with its magic touch that plucks the sting from the most excruciating pain: She croons, and infant's cry is hushed—she smiles, and the cloud's depart—she sings, and angels are silent—she prays, and Heaven and earth are attentive. You may fall by the way-side, and her arms will sustain you—you may become tarnished with sin, yet she will welcome you again to her bosom. God keeps a record of her glorious deeds, and heroic sacrifices, if man does not. Angels shout forth her praise in clarion tones, though man be silent. She is earth's sweetest blessing, and Heaven's richest gift. She fulfills the lofty purpose of God, and we rejoice in her because she is Mother!