

## French Enthusiasm for Channel Tunnel

M. Yves Guyot on the Plan of Operations—Scheme Has Many Commercial Advantages For Both Nations

In France there is nothing but wholehearted enthusiasm for the Channel Tunnel. Italy is a warm partisan of the scheme. Everything now rests with England.

M. Yves Guyot, who is probably the best known among living French economists, used these words yesterday in a valuable contribution to the discussion on the tunnel.

"As far as we are concerned," he said to a Daily Chronicle representative in London, "the whole scheme is cut and dried. Once the project achieved, consent building operations could begin at once—once, that is to say, the war is off our hands.

"In France a Channel Tunnel Company was formed as long ago as 1865. It is still in existence and active, and quite regularly constituted. The scheme finally evolved by the patient efforts of that able engineer, M. Sartioux, of the Compagnie du Nord, is briefly as follows:

"The tunnel will be roughly 31 miles long, for 20 of which it will run under the sea. The depth of the Channel is only about 165 feet, and it is proposed to carry the tunnel the same distance below the sea floor, thus affording it the great protection of an impermeable wall of 150 feet on its sea side.

### Three Tunnels in All

The old idea of a single-vaulted tunnel has now been abandoned, and instead our engineers favour the building of a parallel pair of cylindrical tunnels about 16 yards apart, joined by frequent traverses.

"At about the same distance from the large tunnels a third and a much smaller tunnel is planned, to be joined by frequent galleries to the main tunnels, and to serve partly as a sewer, partly as a transport tunnel, for laborers and building materials. The time of completion of the tunnel, is a question for the engineers; but it is generally computed that, with 1,200 workmen advancing at the rate of 22 yards a day, it would be finished in five years.

"The political and economic importance of the tunnel would be immense. Before the war the number of passengers between Great Britain and France was little more than one-sixth of the number travelling between France and Belgium, North Germany and Russia. It is obvious that with the necessity for the uncomfortable sea voyage abolished, with a quick and non-stop train service in its place, travelling between England and the Continent would be trebled.

### Good for Commerce

"Then there is the question of commerce. Trade between Great Britain and France now makes but slow progress. From the comparative figures I have compiled from the records of the last 30 years, and confirmed from the Customs statistics, I have shown that in the years 1904-1911 trade between France and England grew from £80,000,000 to £117,000,000—an increase of 30 per cent. But during the same period the trade between France and Germany progressed from £47,000,000 to £81,000,000—an increase of 60 per cent., exactly double. Much of this difference is due to the greatly superior transport facilities between France and Germany.

"It is evident that with the building of the tunnel new and more cordial individual relations would be established between the two peoples. The political entente would be strengthened; economic entente would develop. The tunnel would prove to be a most valuable weapon in the trade war that will follow the war.

### Strategic Possibilities

"As to the strategic possibilities of the scheme, they can be easily shown to be all in our favour. In an emergency, the tunnel, without it being necessary to destroy it, could be intercepted and cut off at each end. All communications between England and the Continent can be quickly and simply stopped. With an electrified railway, all that would be necessary would be the switching off of the current from the English end. The walls of the tunnel and the 165 feet thickness of sea-bed above would render it immune from the attacks of mines or torpedoes.

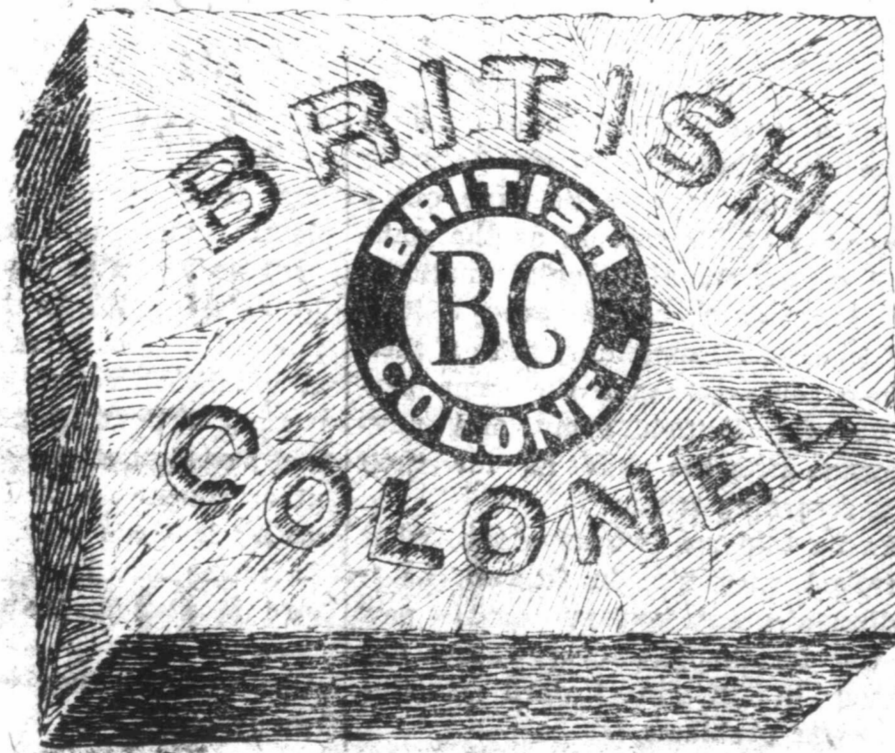
"If the tunnel had been available during the present war no fewer than 60,000 men could have been entrained from England to France in one day, without risk from the enemy's warships or submarines. The British would have been speedily transported to the discomfort of the embarkation and disembarkation and the terrors of the turbulent sea-voyage.

"And, finally, and to the English nation most important of all, no German submarine blockade of England would have been possible with a tunnel connecting England to her Ally France.

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## Of Special Interest to Farmers

No sane farmer would deliberately leave a part of his crop to be destroyed by the weather. And yet it would seem that many farmers, indeed the majority of them, through neglect, allow barnyard fertilizers to go to waste that might be used for the purpose of increasing their crop, which if cared

for would add to their profits and the pleasure of their occupation. For nothing is so pleasing to the eye as the sight of fine fields of grass, grain and roots. The Journal issued by the Conservation Commission of Canada, which is composed of some of the most successful men and experts in agricultural matters, comes to the conclusion that Canadian farmers do not appreciate as they should the value of manure to their land. It says the survey of 100 farms in each of four counties in Ontario in 1915 revealed a condition of extreme carelessness with a valuable product of the farm. Manure is one of the chief fertilizing

elements used on Canadian farms. Few farmers were using chemical fertilizers, while the percentage making use of farmyard manure was 100; yet, of the 100 per cent., an average of 76.7 per cent. admit "exercising no care to prevent waste of manure." Also, of the 400 farmers visited, only two exercise good care to prevent manure waste.

Mgr. Choquette, of the Commission of Conservation, in an address before the last annual meeting, referred to the need of our farmers understanding better the nature of the soil which they till. He instanced the farmers of France, Belgium, Switzerland and It-

aly, and said: "Several times I have heard Belgian peasants speak of nitrogen, phosphoric acid, potash and lime, as ably as a professor. Here," said one of them to me, "is a field which needs nitrate; it would grow nothing without that. Over there I shall put, rather, some phosphate with a little potash." I took an extreme pleasure in their conversation, and I asked myself if our Canadian farmers, even the best educated among them, would be able to show as much knowledge.

This appreciation of the value of fertilizing elements by European farmers stands out in strong contrast with that of Canadian farmers (and barnyard manure is the most perfect fertilizer that can be found for all soils.)

When only two out of the 400 farmers visited in the older counties of Ontario exercised good care to prevent waste of manure, and 76.7 per cent. admit exercising no care, the situation surely calls for the prompt attention of those interested in promoting better agriculture and the conservation and utilization of farm products.

Some men are like doormats—useful when walked on.

## Away With the Hohenzollerns

Joseph Reinach in the Figaro Strikes Dominant Note—The Master Assassin Willed the War and Should be Brought to Justice

Paris, Aug. 5.—Joseph Reinach, in the Figaro, Thursday, launches what some think may well become an Allied watchword:—"Away with the Hohenzollerns." The Allies, he says, will agree that there shall be no treaty with William of Hohenzollern, or with any member of his family, and he continues:—"Unless I am greatly mistaken the question of the Hohenzollerns will become more important every day. It is too vague to speak of destroying German militarism we must abolish German militarism's soul, which is the House of Hohenzollern, with its feudal castles and all its birds of prey.

"I have shown twenty times that the war is the personal work of the German Emperor. Exactly when he began to premeditate it perhaps even he does not know. But it is a fact that he had taken his stand November 6, 1913, when he unbosomed himself to the Belgian King about 'the necessity of war soon and his certainty of success. It is a fact that this imminent war was the subject of the famous conference of April 1914, when Archduke Franz Ferdinand at Konopstadt. It is a fact that finally, as accomplice of Austria's ultimatum to Serbia, he with his own hand abolished all chance of peace, refused the conference proposed by England, and the arbitration of The Hague conference offered by the Czar, and declared war on Russia at the very moment when the Vienna Government had welcomed Petrograd's proposals. And this though every pretext for war had vanished.

"Since the brusque attack through Belgium failed and his bright dream of victory vanished, since German corpses strewed the earth and the German nation is hungry and bears the hatred of the world while the horizon is lowering with menace, the German Emperor is afraid and says: 'I willed it not.' Then, who did will it?"

"His feudal chiefs, his junkers, the Kronprinz and his agrarians willed it, too, but Germany of the Hohenzollerns is no oligarchy or democracy. There is one lord and master, Hohenzollern, the Emperor. It is he who willed, who ordered, who began this war. All other accomplices, and there are many, Austrian and German both, cannot alter the fact that the Kaiser is principally responsible. His is the first place at the dock of infamy, where others after him will sit. He is the master assassin.

"The British Premier Asquith has also said this in a solemn declaration before the House of Commons in connection with the case of Captain Fryatt. He said: 'The British Government will bring to justice the criminals responsible, whoever they may be, and whatever their position.'

"Surely, in such a case the man who is the author of the system under which the crime is committed is the most guilty of all. Who is that man? Over a year ago, a jury at Kinsale pronounced guilty of wholesale murder the officers of the submarine, the German Government and the Emperor of Germany. All these generals, those officers, those soldiers, are only his tools and accomplices. They struck the blow, but Nero ordered it. As Mr. Asquith said, it is he who is chiefly responsible. He was the arch-criminal.

"The conduct of the war is one thing. We will employ against the Germans every instrument of destruction they first employed against us. The conditions of peace are another. We will not make our peace a mere truce, between two slaughterers. We will ensure the future of free peoples. But with him who premeditated, willed and ordered all these crimes—one does not negotiate with him, one judges him."

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