ERET EVENING NEWS: SATURDAY, SEPTEMBER 14, 1907.

ACCOMPANIED BY PRESIDENT ROOSE VELT THE COMPLISSION WILL SOON START ON ITS TOUR OF INVESTIGATION INTO THE SUBJECT OF DEEP INLAND SHIP CANALS The Jake Jake Jake

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The members of the inland waterways commission appointed by President Roosevelt early in the present year are as follows: Theodore E. Burton, congress-

from the Twenty-first Ohio district, chairman; Francis G. Newlands, United States senator from Nevada: William Warner, United States

senator from Missouri: John H. Bankhead, United States senator from Alabama:

W. J. McGee, formerly of the ethnological bureau;

General Alexander Mackenzie, chief of the engineer corps; Dr. F. H. Newell, head of the reclamation service;

Gifford Pinchot, chief forester; Herbert Knox Smith, commissioner of corporations.

HE deep waterways convention which will be held at Mem-

phis, Tenn., Oct. 4, is certain to attract the attention of the aublic to the subject of the improvenent of inland transportation facili-

novelty. It has been discussed for many years, and many men of ability have devoted themselves to its intelligent expansion. Interest in the movement has been steadily on the inrease, and it has reached a point at which it seems probable that some-thing definite will be done. The sentiment of the millions who inhabit the great inland regions of the country is favorable to immediate action in the matter, and there is every prospect that the schame of enlarging inland transportation facilities will be the very next enterprise of a purely national character to be carried into effect That the idea of a wholesale deepening and widening of American inland waterways is popular in the widespread region watered by the two greatest rivers-the garden of the continent-is evidenced by the following opinion of a southern delegate to the convention; "We are just as much interested in

provement on a large scale is not a

the improvement of the Ohio, Missouri, Red, Arkansas, White and Tennessee rivers as we are in the digging of the Chicago ship canal to connect the great lakes and the Mississippi river,

idea is to work in the interest of the general plan to obtain internal waterway improvements on the biggest practical scale. Once a deep channel shall

JAMES H. BANKHEAD OFTHE GEN. ALEXANDER THEODOREE BURTON COMPRISSION MACHENZIE a railroad system which cannot keep pace with the rapidly increasing re-pace with the rapidly increasing re-th the rapidly increasing re-tor the rapidly inc

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pace with the rapidly increasing re-quirements of commerce. The value of a fleet of steel battle-"Every state and town in the Mississ sippl valley will derive a benefit direct-ly or indirectly from the opening of the Chicago ship canal, because that proj-ect is merely a stepping stone to the further improvement of all the navigable tribu-mel all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-met all the way to the gulf and to the improvement of all the navigable tribu-taries of the wineted. The state the the navigable tribu-taries of the wineted. The state the the path and to the improvement of all the navigable tribu-taries of the wineted. The state tribu-taries of the wineted tribu-taries of the wineted tribu-taries of the wineted tribu-taries of th "Every state and town in the Missis-sippl valley will derive a benefit direct-

"The value of a fleet of steel battle- pick up Arkansas cotton from points work of investigation was so limited efficies is that an any

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object simed at-of greatly reducing the cost of transportation; second, that the benefits to be derived from it will be commonsurate with its cost and the cost of its maintenance, and, third, that these or greater benefits are not practically attainable in some other way and at a less cost. The practical quertion is. What can a great ship canal be reasonably expected to accomplish? It is not enough to answer this ques-tion by the statement that a ship canal will give free average i.w otean veneries to the lakes and lake veneries to the fitions of truthe and toupopertation and the conditions which can be remanning formern under all possible ornitrige clearly shown how the could be to veduce freights not only to a losser p-then these now environmenting to a lopoint then there willed our confidently be expected from of an entresk by the time the court can be completed and that the reductions are fairly propertionate to the set of building taining and oppositing the canal

FRANCIS G. NEWLANDS

A Sad Possibility.

sories if the govern was very fifth used by ent of the amount required to make comparatively of a vessels, which the new ungently needed railroad im-ended as equally well account of the sequels well accounted at a canal of neury i has and expec-seventant for the 6 per cent with the hope of authinizing the demands the of existing countiless and of map alreads are making and will have to ments in these on-"In either case the public pays. If we improve our waterways and the gevenuent issues a loan of \$200,000,000 for the purpose, the public, through the object be object alread at-of gevenuent issues a loan of \$200,000,000 for the purpose, the public, through the busider alread at-of gevenuent issues a loan of \$200,000,000 for the purpose, the public, through a rescale of the busider alread at-of gevenuent issues a loan of \$200,000,000 for the purpose, the public, through a rescale of the busider alread at-of the Washington treasury will have the to \$2,000,000. Should we not critics: the situation by waterway improve-tion and the cultoring of the autimation of the second true of the sould not be community.

the situation by waterway improve-ments and the pailmonds come to the rescue by spending 35,000.000,000 the bondhubbers annual intervat of, say, b per real, amounting to \$155,000,000,000, or a yearly sum almost equal to the total annual needed for waterway improve-ments benders other amounts required for sinking funds and maintenance. "Bready speaking, this is the big is-aure in the scale time to the part to be deep water-way from the great takes to the occur was a thing best feasible and greatly to be defined. Not did the public secon was a thing best feasible and greatly to be defined. Not did the public secon spectra a plan, of action to put the \$300,000,000 project into put the \$300,000,000 project into practical great ship cand had been before it for shape." Talk of a ship canal from the great lakes to the Atlantic has been going on almost uninterruptedly for many years. It has been discussed exhaustively in congress and out. The river and har-bor act of June 3, 1893, directed the secretary of war to cause to be made. York or even to European peets and of accurate examinations and estimates of shipping from foreign and

using to the subject of the improvenent of all the improvenent of all the navigable tribution for all the subject of inland transportation facilities needed to handle in the desissippi river an impeter and and the promised in the antipied and and the promised in the antimation de

Goldwin Smith, Canada's Grand Old Man; Always a Warm and Outspoken Friend of America

and a progress are purely physical. In appearance he lacks none of the clear-y defined evidences of a well preserved and rather vigorous old age, but his hunderful intellect shows not the alight direction of impairment. Monis Charlent e commission on Oxford reform as far back as 1550, or he could recall, as he once did, his celebrated pupil in English history, the present King Edward. "A little class was formed for this scien of royalty," he relates, "I used

used the introduction of thrashing sors, knight a town clerk in mistake for the lord mayor!" Servants light the fire in his fa-Bibrary with a tinder box. When 1868-70, when he assisted Exta Cornell e servants light the fire in his fa-

and the curfew was the custom. wonder this aged spectator of age. balf pathetic: "Yes, it is true A Man of the Present.

came to hand informing him that edge of politics to discuss present day off that he son of edge of politics to discuss present day of the son of isn't that he son of solid or the son of the solid at that this octogenarian son of old Oxford should still possess the ear of the cut-

UESTIONED recently as to spent with Bright and Cobden in the his health, Goldwin Smith, Canada's "grand old man" and most distinguished man and most distinguished man if jetters, replied, "There is nothing the matter with me but the incurable ilseans of eighty-four years." In Goldwin South's case the signs of the dis- mous Gladstone commission on Oxford

is a man who admits that he to examine him after the lecture, and ance taked with Addington about Pitt. I have no doubt that I bored him to Addington was premier of England in extinction. But he never let me see 801. He remembers distinctly the re-tiologs in England over the reform ered that he would successfully dis-III. He remembers also seeing the charge the most arduous duties of dildings of a neighbor near his boyand home burned by raiders who op- command or, like one of his predeces-

as a boy the stocks were still in to lay the foundations of a great university to be, re-emphasize his ripe old

have witnessed some rather changes in the world's way of Some decidedly unexpected discultation to live only in the past. have come upon the scene. Some Quite to the contrary, he is singularly and are mechanical, others are alive to the doings of the present and is keen in his appreciation of matters ditical." a recently Goldwin Smith told a that bears still further on the i of his longevity. One day he i of his longevit ed a package from England con- ings, and they are pungent and altoand a package from England con-ag a portrait of an old political whom he had almost forgotten rush of affairs. He wrote im-ately to thank the sender and to and commented on freely both in Great ow pleased he was to be remen-i and how interesting it was to that at least two of the old chr-ere left. In the course of time a came to hand informing him that edge of politics to discuss present day

tured public. It is remarkable, how transplanted ex-Oxford don ever, that a man so advanced in years add many another incident of should still retain so pronounced at of knowing Weiling- interest in contemporary events and and Peel, of the strenuous days movements and maintain such an in-

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fluence by pen and voice. Although | boys in a handsome building and has the aged professor has abandoned pub- presented a home for a nursing unis-

His New World Home.

The fir up, is the Toroute to de of the standard state of the grand and many of letters. It is one of the standard state of the sta a full set of simplify her set. Calmada, i requirilies the set of prime and particular pletters size to its garantizers of try and and quark being set of prime much microsoftware by a particulate size sized of the set of the size of t To show a arriting surreal come field, applied a state of the state of of educational, a village freque and a tide the Landaurent a activity and known on the efforts with the source of the best of the second to be a second to be the source of the

life speaking as a part of his pro-fession, he is still seen occasionally on an active worker on behalf of Toronto the platform. Ho sometimes speaks at agricultural gatherings and even appears at inhor conventions, being deeply inbrested in the cause. The Grange is an ideal working condeeply interested in the cause. More than sixty years ago fieldwin Smith was one of the most brilliant writers in England. He was one of

the first and most valued contributors, while a sound judgment and problemer to the Saturday Beview. During the a stave thilosopher. Gravity and wise long years of discussion that preced-ed the American civil war he wrote freely on the various vital questions few Canadians who, while holding wins freely on the various vital questions that were to be settled and always advocated what was then the unpopulation in dignorate extrements that in the advocated with the transmittened was his town for America and American that in 1868 he made up his which to case his har among us accepting a professorilly in the among a set always which was rising on Chrynga labe. Three years later he settled and an at mee best in the advocate of the advocate of the advocate of the advocated with the advocated with the advocate of the advocated with the adv

the Dominie in the few words and at three de-came the greatest int-licence force in the Dominies. From the day he has been the folding as we to of repub-lican principles in the heiden employ. Cornel way welly to the statement was archeed control of the statement was archeed recently by the state A Shares

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MOST RECENT FORTRAIT OF GOLDWIN SMITH.