

## SECRETARY DANIELS INDORSES ATLANTIC WATERWAY PROJECT

Tells 700 Delegates to Convention It Would Develop Commerce and Be a Defense in War.

ALBANY, N. Y., Sept. 25.—An ovation was given the steamboat Berkshire when she arrived here today with more than 700 delegates to the seventh annual convention of the Atlantic Deep-sea Waterways Association and their guests. The day's proceedings were signalled by an enthusiastic endorsement by Secretary of the Navy Daniels of the project for an inland waterway from Massachusetts Bay to the Gulf of Mexico.

Carrying a big spread of flags and bunting, and with scores of visitors lining the docks, the strangers received enthusiastic greetings until the Berkshire came to a stop here.

Leaving Hudson at 5 o'clock this morning for an inspection of the upper Hudson River improvements undertaken by the United States Government, the steamboat made good time to Albany. Breakfast was served aboard, and at 11 o'clock the regular business session was opened.

Congressman J. Hampton Moore, of Philadelphia, president of the association, presided. After a brief address, John H. Bernhard, of New Orleans, was introduced as the first speaker. "Modern Barge Navigation" was the subject of the Southern address. The other speakers were Louis J. Alder, of Albany, N. Y., on "Steel Barge Construction"; Henry W. Hill, president of the New York State Waterways Association, on "New York Waterways"; Major Michael J. McDonough, of the United States Engineers, on "Local River Improvements"; and Commodore Frank Fessenden Crane, of Quincy, Mass., on "Progress in New England."

A committee of local business organizations met the delegates upon the arrival of the Berkshire, and escorted them to the State Educational Building, where the afternoon session began at 2 o'clock.

Josephus Daniels, Secretary of the Navy; Franklin K. Lane, Secretary of the Interior; United States Senator William Aldrich Smith, of Michigan; Governor Martin H. Glynn, of New York; Charles R. Miller, of Delaware; and Congressman Peter G. Ten Eyck, of New York, were the speakers.

DANIELS BOOMS WATERWAY. Secretary Daniels, in his address approving a waterway stretching along the Atlantic coast, said:

Not only will this waterway lend itself tremendously to the development of internal commerce and tend to bring down the rates of transportation, but it also will provide unusual facilities for self-defense in time of war.

In any conflict between nations which have navies, the all-important consideration is to secure immediate control of the waterways. In the case of the weaker Power takes refuge in some well-defended harbor, where it seeks to wear out its enemy. If this weaker Power, having thus taken refuge in a safe harbor, can maneuver its ships through inland channels to other exits, it enjoys a great advantage over its enemy.

The submarine has long been considered a source of great effectiveness, and if even the submarines alone of the navy could be moved through an inland waterway, the power whose navy was bottled up would be in a position to make a defense, until it could bring into play the resources of its country. The whole nature of a war would be greatly affected by available inland canals.

HONORS TO VISITORS. Beginning at 8 o'clock, tonight will be devoted to a round of social activities. The delegates and their guests will proceed in parade formation to the State Capitol for a reception by the Governor.

Inspection of the Capitol, which is to be illuminated in their honor, several brief speeches will be made. A buffet supper will be served by the Albany committee at the Hotel Ten Eyck.

The Berkshire will remain overnight, but the delegates will transfer to another steamboat for the trip to Troy early tomorrow morning for an inspection of the river work in that vicinity.

NEW RECORD AT ALLENTOWN. This Year's Crowd at Fair Largest in Event's History.

ALLENTOWN, Pa., Sept. 25.—After the welcome shower last night the Allentown Fair began Get-away Day. This morning with renewed zest, despite the cry of hard times, this fair has surpassed those of all former years in attendance and receipts.

Friday is Allentown's day at the fair. It is a sort of reunion day for the townspeople. Today, it is a waterway, a people from a local standpoint, when the candidates on the county ticket will be in evidence.

A race has been declared between the suffragettes and anti-suffragettes at the fair. The would-be voters were seen yesterday in a jolly social gathering at the camp of the anti-suffragettes, when the suffragettes were seen in the booth of the suffragettes, but they admitted their chief concern was voters, who are much more desirable than votes.

BETHLEHEM BOY KIDNAPPED. Physician's Son, 2 Years Old, and Servant, Strangely Missing.

BETHLEHEM, Pa., Sept. 25.—The 2-year-old son of Dr. R. F. Hancock, of this city, is the victim of a sensational kidnapping, and a colored girl, employed as a servant in the doctor's home, is suspected of the crime. Both the servant and the child disappeared late last night while the physician and his wife were away from home and so far nothing has been heard of either of them, although the doctor has hired broad-cast the disappearance of the boy and his friends and neighbors have searched the city in vain to locate the servant and the child.

FORMER BELGIAN OFFICER SUICIDE IN EAST RIVER. Loss of Property Deeds in Fleeing War Zone Prompted Act.

NEW YORK, Sept. 25.—The body of Ernest Werthelm, 50 years old, a retired German merchant and a former lieutenant in the 14th Belgian Infantry, was found floating in the East River at 90th Street.

## FLUTTERING WINGS MAY DISAPPEAR FROM CITY HALL



## BELGIAN INVASION OF ENGLAND A SAD EPISODE OF WAR

Flight From the Scourge That Devastated Their Country Included Persons of High Degree and Low.

By STEPHEN BLACK.

The Belgian invasion of England, according to the London Daily Mail, is one of the saddest chapters in history. During the last month nearly 3,000 people from that unhappy country have crossed the English Channel, many of them, once well-to-do, now entirely destitute, robbed of their money, their houses and their means of livelihood. Were it not for the helping hand of Great Britain their present and future would be entirely hopeless.

The refugees embrace all classes—Belgium does not boast many assured citizens. The people are essentially active and hard workers at industry or agriculture. At the other end she has in ordinary times few or practically no poor people. In Belgium nearly every citizen, either of small or large means, owns his own house. There is no rent day for him, as his spare means are invested either in industries or in speculative money ventures, which he dearly loves.

The fire and sword of the Germans, the devastated towns and ruined hamlets, the loss of home and hearth, the gallant Belgians, and every class of citizen has to face temporary ruin in one form or other.

THE BELGIAN TREK.

The great Belgian trek began shortly after the war started. After the first flush of success, when the Belgians held back the advance guard of Germans, a few of the wealthy classes made a precipitate flight without bringing with them money, their jewels and other portable property. They were well-to-do merchants, middle class, and some of them, even when the Germans were early negotiable at that time. They put up at the better class hotels at Folkestone and remain there to this day. The sudden fall of Liege changed the picture. The wealthy man heavy artillery which could reduce this fortress in so short a time became a compelling menace to the whole of Belgium, and there came a commotion of Belgian refugees to the safe shores of Great Britain.

Mixed with the wealthier classes there commenced to arrive a large number of middle class merchants, shopkeepers and artisans. Liege is one of the wealthiest of the Belgian towns. It is the center of an extensive coal and iron industry and contains within its walls a large number of workmen, their wives and families, fled with haste to the coast, leaving behind them practically all their belongings. The boats from Ostend to Folkestone began to show the dire straits of these people, and many of them who were able to scrape together the necessary passage money landed on our shores.

FLEEING FROM SCOURGE.

The fall of Brussels accentuated the rush. Ostend was threatened, all Belgium was at the mercy of the Huns. Then the rush to Folkestone reached a climax. All sorts and conditions of people, all sorts of nationalities fled the country. Followed the sack of Louvain, the fall of Namur, and the tragedy of Malines. The rush became a rout. Three steamers a day bringing as many as 200 refugees arrived at Folkestone from Ostend. Who can describe adequately the medley of peoples from the devastated districts mingled with other fugitives from Ghent and Bruges and Antwerp? Louvain, a short time ago a seat of learning, with its famous Catholic University, now a heap of ruins, contributed some of its most learned professors and teachers to the rush, and many of its scholars. Louvain also boasted a large railway construction industry whose artisans swelled the deluge. There were also the wealthy shopkeepers and his ruined assistants side by side. Belgium is a nation of shopkeepers. Many of them are able to make small fortunes in twenty years, and they have come to its with their belongings. There is a great deal of money, like priceless Louvain, was a tourist center with a "season," came lodging house and hotel keepers; also the ubiquitous shopkeepers and artisans from a thriving cutlery industry which provides steady employment all the year round.

Malines, with its 60,000 inhabitants, which boasted a large wagon and car construction works for the State railways, and a thriving furniture industry, sent over its quota of well-to-do citizens and clever craftsmen, many of the latter now in poverty and distress. Citizens of Termonde, whose chief industry is spinning and weaving for the making of ropes were also among the refugees. One day 600 refugees arrived at Folkestone by steamer from Antwerp.

WEALTHY "EMIGRES."

One also came across among the refugees agricultural laborers from Ghent, where there is a great horticultural and arboricultural industry in palm and similar plants, which were exported largely to America and Germany; and there also arrived hotel and lodging house keepers and storekeepers from Ostend. Add to this miscellaneous list wealthy diamond merchants from Antwerp, who have brought with them their precious stones, and spent bankers—one man alone arrived with 100,000 francs in gold—and you get some idea, necessarily only a cursory one, of the pot-pourri of peoples who have sought refuge in England.

The Folkestone hotels are full of Belgian women and children whose fathers are fighting the great fight for their homeland. The little ones romp about while the mothers cherish their anxious-eyed. A telegram arrives. A whole family is plunged into mourning by the loss of a father or brother. The children's games cease and an unmitigated sorrow claims them, the details of which are too painful to write.

## CITY HALL PIGEONS COO HAPPILY WHILE DESTRUCTION PENDS

Handful of Determined Women All That Stands Between Birds and Official Decree of Extermination.

When Director Harter, of the Department of Health and Charities, begins his crusade against the pigeons of City Hall Square, if he does shoot one, he will find he must contend with Mrs. M. M. Halvey, office manager of the Women's Society for the Prevention of Cruelty to Animals. The crusade was to have begun today, but Mrs. Halvey headed a delegation of women who called upon the Director. He listened to their remonstrance against killing the pigeons and then stated he would hold the matter under advisement. Mrs. Halvey says there will be no slaughter of the pigeons.

She is not threatening in attitude or anything like that, but her aim is to save those birds. Some people say that the City Hall pigeons are a nuisance. Others say the pigeons lend atmosphere to City Hall Square. They liken them to pigeons of St. Mark's Cathedral in Venice. Who would ever hear of St. Mark's if it were not for the pigeons, they ask. If it were not for St. Mark's, it is argued, who would ever hear of Venice. A few people, perhaps, might remember it because of its wet highways and because a certain Bill Shakespeare wrote a drama concerning a merchant of the place.

There are a few friends of the pigeons even in City Hall. Sheriff A. Lincoln Acker says: "Let the pigeons stay. Drive out the rats. Give those little pests of the public nearly 100 pounds of feed each week. There are a number of rats in the City Hall that should be disposed of," said the Sheriff with a wise nod. What a man can do to be guessed at.

When the City Hall was completed, and before even the officeholders could select comfortable chairs and desks that were sent. Who can describe adequately the medley of peoples from the devastated districts mingled with other fugitives from Ghent and Bruges and Antwerp? Louvain, a short time ago a seat of learning, with its famous Catholic University, now a heap of ruins, contributed some of its most learned professors and teachers to the rush, and many of its scholars. Louvain also boasted a large railway construction industry whose artisans swelled the deluge. There were also the wealthy shopkeepers and his ruined assistants side by side. Belgium is a nation of shopkeepers. Many of them are able to make small fortunes in twenty years, and they have come to its with their belongings. There is a great deal of money, like priceless Louvain, was a tourist center with a "season," came lodging house and hotel keepers; also the ubiquitous shopkeepers and artisans from a thriving cutlery industry which provides steady employment all the year round.

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WILLIAM OF WIED TO FIGHT

GENEVA, Sept. 25. A dispatch received today from Lugano states that Prince William of Wied has joined the German army volunteers.

## CZAR'S CAPITAL ROSE ON NEVA'S WASTES BY PETER'S ORDERS

Autocrat's Aladdin Spell Crowned Unfavorable Site With Mighty and Beautiful City Named in His Honor.

In the center of the Admiralty Square, within the shadow of the Kazan Cathedral, stands the equestrian statue of Peter the Great, founder of St. Petersburg, "the City of Czar." Perched upon a huge granite rock weighing 15,000 tons stands the gorgeous monument to Peter, surveying the dream he conceived, and whose name "Czar Nicholas" has changed from "Saint Petersburg," as the Russians call it, to Petrograd, in his effort to purge the city from its Teutonic appellation.

New York Sun, that little peninsula where now stands one of the wonder cities of the world was nothing more than a dreary, marshy waste, surrounded by thickets and forests and inhabited by a few lonely Finnish fishermen. On one of the islands enclosed by the pelind Neva commanding the entrance of Lake Ladoga, the Swedes maintained a strong fortress, the possession of which was unavailingly contested by the Russians. Peter the Great, realizing the advantage of the fortress and even before peace was established, Peter gave orders for the erection of the city which he named after his patron saint, St. Peter.

NAMED FOR PATRON SAINT.

The building and maintenance of St. Petersburg marks a continuous struggle and conquest of nature. The soil is so soft and deep and spongy that a solid foundation in many places can only be attained by a subterranean scaffolding of piles. The highest spot of the city is not more than 15 feet above the sea level. The weather is severe and in winter, by bitter frosts in winter and scorching heat in summer. For six months each year, from October till May, the Neva is frozen solidly, and is as impenetrable as the Chinese wall. At traffic stops then, it is a matter of life and death for the release of the traffic from its frozen grip.

An old legend has it that after Peter the Great had begun the city, he noticed a heavy ring about the trunk of a tree. He turned to one of the Finnish fishermen who stood near, asking him to explain the meaning of it.

"That," remarked the fisherman naively, "is the spot to which the floods of the Neva rushed last spring."

"You're mad," shouted Peter. "You're mad! It can't be! It is impossible!"

It was not long, though, before he was convinced of the truth of the fisherman's statement. One year after the work upon the city had begun the western winds drove the water from the Gulf of Finland down to the Neva, making a funnel of it, flooding the nucleus of his dream. Although a century and a half has passed, nature has not changed her course.

In 1712 the floods were so severe that Peter the Great nearly lost his life. Though the great Russian emperor was not the first to be struck by the flood, and the whole city was nearly destroyed, Peter, however, was undismayed by the misfortune, and in 1714 he gave strict orders to proceed with the work, notwithstanding the complaints of the inhabitants.

Every building had to be constructed in a particular manner suited to the dignity of a capital city, and St. Petersburg was proclaimed the capital of Russia. Historians claim that 100,000 people died in the first six months after the work had begun.

PETER'S MARVELOUS ACHIEVEMENT

Peter the Great, with whose reign the spirit of western Europe was introduced in Russia, had a definite object in the construction of St. Petersburg. His travels and studies abroad revealed to him the lack of culture in his own country. Russia was still under the influence of the barbaric Mongols. It had no navy. It had no public newspapers. In fact, it lacked everything pertaining to culture. Not only the peasants, but even the noblemen were nothing more than barbarians. To Peter the Great the construction of the city and studies abroad revealed to him the lack of culture in his own country. Russia was still under the influence of the barbaric Mongols. It had no navy. It had no public newspapers. In fact, it lacked everything pertaining to culture. Not only the peasants, but even the noblemen were nothing more than barbarians. To Peter the Great the construction of the city and studies abroad revealed to him the lack of culture in his own country. 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