

GLYNN MAKES PLEA FOR DEEPER HUDSON

Before Rivers and Harbors Congress He Urges a 25-Foot Channel to Albany.

INSISTS IT'S NATION'S DUTY

Shows That Government Has Spent Only \$5,000,000 on the River in 100 Years.

Special to The New York Times.

WASHINGTON, Dec. 4.—One of the interesting speeches at to-day's session of the National Rivers and Harbors Congress was delivered by Gov. Martin H. Glynn on "Waterway Development in the Empire State." He followed a speech by Danforth E. Ainsworth of Albany on the New York State Barge Canal.

Before either of them was heard Senator Chamberlain of Oregon, Chairman of the Military Affairs Committee, urged Congressmen to lay aside fears of the "pork barrel" taunt and work for large appropriations.

Representative Knowland of California spoke on the need of good Pacific Coast terminals and of the commerce the Panama Canal would bring. The transportation needs of the Central West were discussed by James E. Smith of St. Louis, T. C. Catchings of Vicksburg, Miss.; Julius H. Barnes, Duluth, Minn.; E. M. Clendening, Kansas City, and Samuel Hill of Portland, Ore., told of needs in their respective communities.

Gov. Glynn asked the congress to support his plea for a twenty-five-foot channel for the Hudson River from Hudson to Albany. This would be a distance of only thirty miles, said the Governor, and would do much to increase the commercial value of the greatest commercial river in the United States.

Gov. Glynn's Speech.

Mr. Glynn's speech in part was as follows:

In building the Erie Canal New York did what the nation should have done. We have done our part. It is time for Uncle Sam to do his. We have given \$200,000,000 to national commerce. We cannot do more; but more remains to be done, and we ask Uncle Sam to do it. Our expenditures on the Barge Canal deserve reciprocity. Reciprocity is what we have not had. The present commerce of the Hudson River warrants the expenditure of sufficient money to create a ship canal 25 feet deep. We ask the Federal Government to do only seven or eight per cent. as much for the Hudson River as we have done in promoting our national commerce. We ask the Federal Government to spend upon the Hudson River only six or eight per cent. as much as we have spent upon the waterways of our State for the direct benefit of 20,000,000 of our people, and the indirect benefit of the commerce of the whole country.

In what I say I do not want it to be understood that I am talking in any narrow way, simply for the benefit of the people of the State, whom it is my honor to represent. While the Hudson River lies almost entirely

within the confines of the State of New York, the commerce which traverses its length is the commerce of the northern part of the United States, stretching from all the great cities on the Great Lakes and the headwaters of the Mississippi.

Let me remind you that in the last one hundred years Uncle Sam has spent upon our beautiful Hudson River the munificent sum of \$5,000,000. Think of it! In all that long century all that the Federal Government would give toward the Hudson River was \$5,000,000! This fact is rather painful to the advocates of the deeper Hudson when we realize that Uncle Sam spent \$7,000,000 on the Hennepin Canal, and we match the claims of the Hudson against those of that canal with an arrogant assurance!

Hudson's Vast Commerce.

The total amount of traffic handled between the Atlantic and Pacific ports of the United States by the several water routes transferring freight at the Isthmuses of Panama and Tehuantepec in 1911 was about 1,104,000 tons. This is only one-fifth of the commerce of the Hudson River, and perhaps this fact will convey what I mean when I say I plead to-day for no mean river. In a report recently submitted to Congress the army engineers say that the Hudson River will shortly carry "a more valuable commerce than any other river"; that "the new barge canal will bring to the Hudson 15,000,000 tons of freight a year"; that "the resources of the territory tributary to the Hudson River are far from fully developed," and that "a large traffic from the North and West is diverted from the New York State canals and the Hudson River to the Canadian waterways."

Canada is going to spend \$50,000,000 on the Welland Canal and is planning to spend \$200,000,000 more on the Georgian Bay ship canal. St. Johns is spending \$6,000,000 for a port and the city of Toronto alone is spending \$19,000,000 upon its lake front to draw away from this country the freight of the Great Lakes. Why can't the United States Government spend a little on the Hudson River channel? The money that the Government would spend on a deeper Hudson channel would be saved by the people many times over in freight-haul charges. If an ocean-going vessel could sail up to Albany or Troy, from one dollar to one dollar and a half a ton could be saved on freight originating at or destined to our interior points.

Annual Spring Floods.

The present commerce reaching the Hudson River through the Erie Canal is 5,000,000 tons a year at a valuation of \$125,000,000. With our enlarged new canal it will be three times this. We bring it to the navigation head of the Hudson River. We ask Uncle Sam to send it out on the high seas. We ask Uncle Sam to send the ships to the cargo, and not compel us to send the cargo to the ships.

We hear much of, and regret more, the floods of the Mississippi River. But we too have them in the Hudson, though not in so disastrous a degree. Albany and Troy every Springtime suffer untold financial loss and physical suffering from floods which can be relieved only by a deeper channel in the Hudson River. Nor do Albany and Troy alone suffer. This Spring whole icehouses were swept from their foundations in the country districts; barns with their horses and cattle went spinning down its swollen waters and certain residential districts were converted into temporary Venices. Uncle Sam is relieving this condition along the Mississippi. Why not relieve it along the Hudson? We do not ask as much consideration in this regard as the people along the Mississippi; and we do not need it. But we do ask relief from the destruction of our property, and protection against a menace to our health; and the only way to grant us this is to give us a deeper channel in the Hudson.

Through the Erie Canal New York State created a commercial empire for contiguous territory. We brought the

Great Lakes to the Hudson River. Help us bring the Atlantic ocean to the canals.

A resolution for national aid for waterways was laid before the Resolutions Committee by Joseph N. Teal of Portland, Ore., who stood with Gifford Pinchot in his winning fight before the recent National Conservation Congress. It is along the line of Senator Newlands's plan for a national commission to take up the question of waterways throughout the nation and lay aside all local and State improvements until the broader work has been finished.

CODE FOR 'COLLEGE WIDOWS'

Witness in Wadleigh Alienation Suit Says Vera Black Broke Rules.

In the suit of John Ernest Wadleigh against Loring Tonkin, a former student at Cornell, for \$50,000 for alienating the affection of his wife, he was Vera Black, an actress, it came out yesterday before Justice Amend, in the Supreme Court, that a special code existed for the conduct of the "college widows" of Cornell. Mrs. Olivia Crane was the witness who told about the code. At the beginning of her testimony Mrs. Crane said that Vera Black did write "sympathetic" letters to Mr. Tonkin and that she kept him from his classes and otherwise interfered with his studies.

Mrs. Crane displayed some indignation at this point because she thought it was a violation of the code that prohibited the "widows" from doing such a thing, and that also contained provisions that a student should not be alienated from his parents, that he should never be discussed to his disadvantage, that he should be treated as if he were weak minded, and that he should be forgotten the moment he left college. Then Mrs. Crane said:

"Tonk sought Vera's love and she sought Tonk's love, notwithstanding the fact that she was married to Wadleigh. Vera was always trying to find out how much property Tonk's folks had. She was sure they must be very wealthy because they sent him \$150 for spending money while he was at college. Vera mentioned the Bessie Van Ness something case, where the Van Ness woman brought suit against somebody for a lot of money, and she thought it all grew out of a case like this one. Vera didn't act right. She should have shown Tonk more consideration, since he was so weak-minded as to become infatuated with her."

In reply to questions Mrs. Crane said that when she visited Wadleigh's apart-

ment in this city she saw Tonkin's photograph on a mantel shelf in Mrs. Wadleigh's room and Tonkin's love letters scattered around. Then she said:

"Vera told me that if Tonkin didn't stick to her she would make trouble for him, and that if she didn't then Ernie, her husband, would go to Ithaca and make the trouble. Wadleigh and his wife used to quarrel and sometimes they fought."