

discipline of the drill sergeant, the regulation of the individual down to one common level, the gradual substitution of a standard inferior, in some respects, to that of the Mohammedan invaders of the Middle Ages.

It is these standards that the world is fighting, not a new and different kind of culture, but a negation of culture in its truest and best sense. Progress is not mechanical, but moral. It is idle to suppose that when the war is over the incalculable mischief of these false ideals can be remedied in a short time. They must necessarily survive until a slow moving new body of progress is restored.

It is for this reason that peace without disarmament is unthinkable. All the Christianity we have, or that we can ever attain, is despised and defied, if the conditions which led up to the present war are allowed to survive. An armed peace will be a victory for the forces of wrong, and will perpetuate those things which have made so deadly an inroad upon the world's resources of justice and righteousness.—Wall Street Journal.

ANTWERP, EUROPE'S CHIEF WHEAT RECEIVING PORT.

The following commercial items regarding Antwerp are of special interest at this time. They were gathered by Rollin E. Smith while touring Europe collecting material for his work on the "Wheat Fields and Markets of the World":

Antwerp, a trade center of nearly 300,000 population, is not only the third port in importance in the world, but that city also has the distinction of being the greatest wheat-importing port in Europe, though in the amount of all grain imported it is exceeded by London and Liverpool. Practically all the wheat imported into Belgium comes to Antwerp. Belgium is the greatest wheat consumer per capita in the world. It is estimated that the average consumption is eight bushels, and as the population is 6,900,000 the annual bread requirements of this little country are approximately 55,000,000 bushels of wheat.

The native crop is from 12,000,000 to 14,000,000 bushels, and the average net imports are about 45,000,000. There is no duty on wheat into Belgium.

Belgium draws its supplies from the Danube, the United States and Argentina. Its importers have little traffic with Russia. New wheat from the Danube begins to arrive freely in Antwerp in September, while Argentine wheat reaches the port in March.

Antwerp, the greatest of the continental grain markets, owes its importance to two things, its location and the state railroads. It is not a natural market place by reason of the proximity of grain fields and mills, neither is it an elevator center, where supplies are stored. It is a great central point to which cargoes from nearly all the grain-exporting countries of the world come to unload. From the Balkan states, Argentina, America and Canada, ships with grain are continually headed toward Antwerp, and finally meet in this port. Then the cargoes are distributed, going by barge through the great canal system, or by train, to Holland on the north, throughout Belgium, into Germany and northern France. Antwerp keeps but little of the wheat it receives. It is, first, an international market; and, second, an international distributing point.

While there are many grain houses in Antwerp, probably a dozen names cover the number that may be called the principal importers. These large houses have branches for selling in the importing countries. Likewise, some Argentine houses and exporters in the Balkan states have agents in Antwerp, while the mills of Germany and northern France have their buyers here. A large part of the grain business of Antwerp is done on London contracts.

Cargoes of grain are usually sold before they arrive, and they are divided among buyers. An importer buys a cargo say at Buenos Aires or at some Black sea port. As about four weeks is required for it to arrive, he has that length of time in which to dispose of it. It is desirable to sell it before arrival to save charges, for there

are no elevators at Antwerp, though there are two large warehouses.

When a cargo of grain arrives at Antwerp it is immediately unloaded for distribution, and no more perfect facilities for distributing imports of any kind can be imagined. Yet the actual unloading of the grain is not done by the quickest and most modern methods. The steamers are brought alongside the docks and are unloaded directly onto cars, if desired, or to barges on the other side of the steamer, if the grain is to go by canal. The large Rhine barges hold 25,000 bushels of wheat. Thus the grain finds its way throughout western Europe, often through the devious canal systems to within a few miles of its destination, where it is finally—the short haul—taken by rail.

While the grain must be unloaded as soon as the vessel arrives in port, it is not necessarily shipped inland at once. It may be, and often is, stored in barges, which are chartered by the importer when he has not sold the grain previous to arrival. He is therefore not compelled to sacrifice the grain if the market is not satisfactory.

IMPORTANT MONTANA RAIL DECISION.

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"Then by consolidation of the university with the agricultural college a total of \$81,000 could be saved, as State Superintendent Davee has shown.

"A consolidated university would be far more efficient. It would make for democracy in the student body. It would reach more students."

G. W. Morrow, general land and townsite agent of the Milwaukee road, who is in the city on business, stated that the contract has been let for installing the machinery for the electric light plant at Geraldine and that as soon as it is in, a line will be extended to Square Butte to furnish that town with light. "We are going to see that all the most promising towns on the Milwaukee railway's lines are provided with electric light plants as soon as is possible," said Mr. Morrow, "and we have plans already in hand for the plant at Geraldine, Highwood, Denton, Roy, Winnifred and Winnett. We will not get all built this fall, but they will be taken care of as rapidly as we can do so."

Kalispell.—H. V. Alward, secretary of the Montana Bankers association, has announced that the following described certificates of deposit have been reported as lost or stolen:

"Certificate No. 598, issued by the Farmers & Merchants Bank of Eureka, Montana, dated September 8, 1914, payable to Mrs. M. Sullivan for \$1,000.


"Certificate No. 79, issued by the Farmers & Stock-growers State bank of Ismay, Montana, dated July 17, 1914, payable to W. O. Smith or J. W. Smith (brother), for \$40.

"Certificate No. 80, issued by the Farmers & Stock-growers State bank of Ismay, Montana, dated July 17, 1914, payable to W. O. Smith or Mrs. Ethie Smith (wife), for \$10."

Payment has been stopped.

SUSPEND GRAIN RATES.

Washington.—The cancellation of commodity freight rates on grain and grain products in carloads from points in Iowa and Minnesota to destinations in many other states, resulting in a material advance in rates, has been suspended by the Interstate Commerce commission until April 22. The traffic affected is very great.



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