

# PANAMA CANAL COST CAN'T BE ESTIMATED

Amount First Considered Necessary Has Been Increased and May Need Stretching Again.

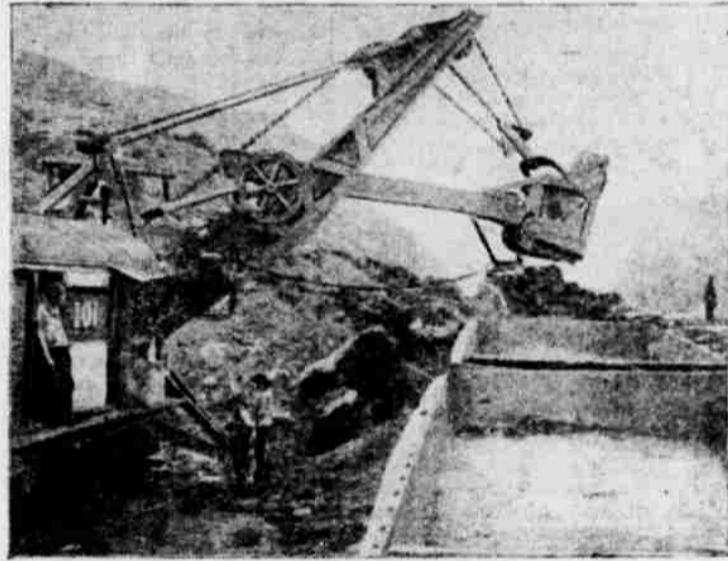
IT'S ONLY A ROUGH GUESS NOW.

Colonel Goethals Expects to Make Forecast Next Year—Unknown Difficulties May Be Met.

Washington correspondence: The wonder is growing among Senators and Representatives on what basis the original estimators fixed the probable cost of the Panama Canal. There is a half-way suspicion that the first estimators didn't know their business or were afraid to give out a truth that they thought might be appalling. With the characteristic bluntness of a soldier Colonel George W. Goethals has said that he can only guess at the total cost of the canal, but that he believes it will not exceed \$250,000,000, excluding the original purchase price.

As another has put it, "the estimated cost of the Panama Canal keeps pace in the ascending scale with the cost of living. Every year the price the United States will have to pay for the water way is marked up." First estimates put it as low as \$140,000,000. Then came what was called an authentic estimate to the effect that the country would have to expend \$184,000,000 before the canal could be completed. Colonel Goethals' guess is \$300,000,000, and he is frank to say that the limit may have to be raised at least once again.

Has Appropriated Eighty Millions. Up to the present about \$80,000,000



STEAM SHOVEL AT WORK IN CULEBRA CUT.

has been appropriated by Congress for the canal work. July 1, 1907, \$31,000,000 of the sum remained unexpended. When Colonel Goethals succeeded Mr. Stevens last March as engineer in charge he found that circumstances warranted an increase of the working force and an enlargement of the plan of the work. It was in August that the soldier-engineer told the Secretary of War that if the work was to be pushed at the rate at which it has been pushed since the army took charge the appropriation which had been made for the year ending June 30, 1908, would be used up by the first of the calendar year.

This bit of information, which was cheering to those who hoped for a speedy completion of the canal work, was given to President Roosevelt, who at once ordered Colonel Goethals not to stay his hand, but to go ahead at the same labor rate and incur a deficiency. The Colonel, like a good soldier, obeyed orders, and now the appropriation made last year, which supposedly was large enough to provide for the continuation of the work until July 1, 1908, is exhausted and an urgent deficiency bill calling for \$11,000,000 is pending in the House.

The Secretary of War has told the Senate committee on Inter-oceanic canals that the work was kept going at high speed and that the deficiency was incurred because it was his belief there was greater economy in going ahead than in lagging.

Of the increased cost of the canal over the original estimates the Secretary of War has said: "The widening of the locks in accordance with the request of the Navy Department has been approved, and it means an additional cost of about 10 per cent in the construction of the locks. The locks themselves as now projected will cost \$52,000,000, and this means an addition of \$5,000,000 to the price."

In talking to the Senators Colonel Goethals used the word "guess" when he was talking them about the price

## THE FAKE FOLLOWS THE FLEET.



of the completed canal. At first the Senators didn't approve the word, but they came to understand that the actual cost was past the power of man to estimate accurately, and so they fell in with the soldier's idea and feel that it was better to have indefinite statements than definite statements which might bring in their wake disappointment.

From all that has been said by the engineer in charge it may be expected that the cost of construction will run up to \$400,000,000, but as soon as it is ascertained that the price is to be higher than has been believed the country

will be told. It seems that the canal is to be dug, and dug quickly, no matter how much it will cost, and probably that is what the people want.

### Why More Boy Babies Die.

Dr. Francis Warner, senior physician of the London hospital, has drawn attention to a curious sex problem. Taking the births of 1905, he showed that 57 per cent were boys, yet the death rate of boys was so much higher than that of girls that of 5-year-old children only 43 per cent were boys. Further statistics showed that 27 per cent of boys, as compared with only 22 per cent of girls, died in the first year. Dr. Warner attributed the preponderance of females in England, despite the more numerous birth of boys, to the fact that a much larger proportion of males had the same physical defect. A minute examination of thousands of children showed that 9 per cent of boys were physically defective, as compared with 7 per cent of girls, but taking the children's medical wards, where practically all were physically defective, the mortality of defective girls was higher than that of the boys. Hence he deduced that while the female sex apparently approaches closer to normality than the male, yet when normalities are found equally in both, the girls have less vitality, a fact which causes a more rapid breakdown under an added strain. It was also noted that while the male sex supplied a great majority of criminals, yet in murders complicated with huncy women were in a great majority.

### ODDS AND ENDS.

Two hundred students at Kiev, Russia, were arrested to quell an incipient riot. Richard Croker announced his intention of leaving Ireland to spend the winter in Egypt. The Pope postponed until January the consistory which was to have taken place in December. Admiral Sir Francis Leopold McClintock, a mainstay of the British navy, died in London. The King of Spain was entertained at a ball given in the subterranean palace of the Duke of Portland. A stone hurled through a car window in St. Petersburg injured the Austrian ambassador, but not seriously.

### NEARLY BURIED ALIVE.

Man in Burial Casket for Twenty-Four Hours Now Getting Well.

William Young of Savannah, Mo., barely escaped being buried alive, regaining consciousness only an hour before the time set for the funeral. Young had been ill a long time, and a few days ago he apparently died. A physician was at his bedside, and he said the man was dead. The body was prepared for burial by an undertaker and placed in a casket.

Friends of the dead man went to the house to express their sympathy to the family, among the visitors being Rev. J. E. McLaughlin, pastor of the church to which the Youngs belong.

The mourners had assembled for the burial, and the time was only an hour distant when Rev. Mr. McLaughlin went into the room where the corpse lay to take a last look at his lifelong friend. While gazing at the face he thought he detected the twitching of a muscle. He looked again, and for the second time was sure he could see a slight movement.

The body of Young had been lying in the casket 24 hours and was cold. The minister feared that he had been mistaken, and not desiring to cause excitement among the people assembled for the funeral, went quietly out and summoned a physician, who soon found that Young was still alive. Then the preacher went out and announced that the funeral would be postponed. At that time Young was sitting up in his coffin and was seen by some of those in the next room. They fled from the uncanny sight.

Young was removed from the coffin and placed on a bed, and it is believed that he will fully recover.



A proposition for a reduction of the per diem charge of 50 cents for the use of freight cars is being considered by the American Railway Association. This is due to the trouble with the New York, New Haven and Hartford, and also to the fact that the falling off of business has resulted in a plentiful supply of cars.

The executive committee of the Order of Railway Conductors and the Brotherhood of Railway Trainmen at Chicago has determined to hold in abeyance the demand for an increase in wages and improved working conditions upon sixty-five railway companies east of the Mississippi. The vote of the men asked that the same rate of wages and the working conditions adopted for the western lines a year ago be put into effect upon the eastern lines, but because of the financial straits and the condition of the freight traffic the committee deemed it unwise to carry on negotiations with the general managers of the railroads at this time.

The New York, New Haven and Hartford railroad has adopted a new style of sleeping car for the midnight express on its shore line. Instead of berths, the car is divided into compartments the size of the average single room in a hotel, with two berths in each room, and fitted with toilet conveniences. The rooms open upon a corridor running the length of the car and are so arranged that they may be taken in suites. The finishing is rare, the woods used being such as tigerwood, which resembles the markings of a tiger; ligue wood, Spanish mahogany, cobaril, and a wood from the Philippines of which the species has not yet been determined by the experts.



Washington is bounded on the east by the Capitol and on the west by the White House. Between them flows a restless stream of sightseers. There may be other districts of the national capital worth seeing, but only a Washingtonian knows it. The tourist has time and strength only to hit the high places. In New York there are probably as many tourists as in Washington, but with this difference, the New Yorker does not mind mixing with the tourist class. In fact, if the tourist has money and a fondness for Broadway and contiguous resorts, the New Yorker is more than willing, so Mr. Tourist emerges his identity with the New York "push." Washingtonians never let you forget you are a tourist. Resident women slightly raise their skirts with an indescribable yet eloquent air when they happen to rub elbows with a mere tourist of the same sex in a hotel or department store elevator. A Washingtonian looks straight ahead at nothing; the tourist is known by the angle at which she crooks her neck.

Congressman Hobson of Alabama, famous as the hero of Santiago and later of several kissing campaigns, is said to favor the establishment by the government of an official weekly newspaper for free distribution, for which he wishes Congress to appropriate \$350,000. This periodical would contain a summary of the work of Congress and all departments of the government, so far as it might interest the public. He says the journal is intended to form a connecting link between the government and the people, and that the project grew out of his having ascertained that a vast amount of valuable material did not reach the people for whom it was intended. He thinks the publication of such a paper will remove distrust and suspicion and create a renewed interest and confidence among the masses in governmental affairs.

Pennies left in the boxes by turn route patrons for the purchase of stamps from the carriers will be let alone if the recommendations of Fourth Assistant Postmaster General De Graw and Superintendent Spillman of the rural delivery service is adopted. In cold weather it has always been a painful duty of the carriers, this hunting around in the ice-cold bottom of a metal mail box with bare hands. It has been said that sometimes fingers of carriers get so cold and stiff that they are unable to write out money order receipts. The recommendation of the two officials is that patrons place a small wooden box in the mail box, and therein put all the pennies with which they wish to buy stamps or anything else. The carrier could then, without removing his gloves, empty the contents and go on his way rejoicing, foiling the attack of Jack Frost. If the pennies are not in the box the carrier will not be required to look for them.

Cy. Sulloway, of New Hampshire, still retains his place as the biggest man in the House of Representatives, and so far no one has appeared that may claim honor to second place ahead of Ollie James, of Kentucky. Sulloway is something more than six and a half feet tall and weighs but a pound less than 350. His breadth is proportionate with his height, and he towers above his colleague, Frank D. Carrier, as he does above most all the members of the House. He is one of the members who does not exercise his prerogative of taking his luncheon on that side of the House restaurant where the sign proclaims "for members only," but each day partakes of a sparing lunch on the public side of the room, where the motto is that anybody's money is good.

The application of George M. Austin, of New York for a restraining order against Secretary Cortelyou, preventing him from allotting \$21,500,000 of Panama Canal bonds to certain national banks, has been denied by Judge Gould of the Supreme Court of the District of Columbia. Austin charged that the secretary had violated the law in rejecting his bid for \$5,000,000 of bonds and allotting the bonds to national banks and others at a lower figure.

Postmaster General Meyer's order in regard to the disposition of souvenir postal cards which reach the dead letter office is a source of happiness to thousands of unfortunate children. The cards, instead of being destroyed, are now sent to the orphan asylums and children's homes and hospitals in Washington, where they give a delight which even the intended recipient might not have felt.

## Women Worry

More than men, says Dr. McCook, one reason is that their nervous conditions are more delicate. True, and Hood's Sarsaparilla is just the nerve-builder, appetite-giver, and blood-purifier they need.

**Indigestion 3 Years**—"I was troubled with indigestion for three years. I took Hood's Sarsaparilla and tried it. After a number of bottles I was completely cured." Mrs. J. H. HALLEY, DeSoto, Mo.

**Nervous, In Pain, No Appetite**—"Had poor health for years, pain in stomach, back and hips, with constant headaches, nervousness and no appetite. Took Hood's Sarsaparilla, gained strength and sleep well all day, eat heartily and sleep well." Mrs. DREW, Moose Lake, Minn.

**Rheumatism**—"I had rheumatism of my ankles, but Hood's Sarsaparilla gave me permanent relief. I recommend Hood's Sarsaparilla." Mrs. ANN HOWARD, Lafayette, Cal.

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**It Surprised Her.**  
"When my husband was in the last year," said Mrs. Swollman, "succeeded in buying in quite a lot of the king's wines."  
"Well, well," exclaimed Mrs. Ritch, "the idea o' buyin' monarch wines!"—Philadelphia Press.

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**Having Hope.**  
"Charles, dear," said young McKina, "why do you call racing nations 'hope'? I thought that was a slang name for a drug."  
"You're quite right," was the reply. "They call it that because all it really gets you is a pleasant dream, a rude awakening!"—Washingtonian.

**Profound Horror.**  
"Well, what do you want?" the reader asked.  
"As he eyed the intruder with a look of alarm," answered the poet. "And the proofreader hustled him out."—Chicago Tribune.

**Strung!**  
A tired feeling once  
Came over the busy lot.  
'Twas when a budding poet  
Rhymed it with vicar.

**Good Judges**  
Americans as judges are tamely estimating. They measure success by the success it attains, which is odd, considered in the light of the common experience of mankind, is certainly not a bad one. The high standard of intelligence and discernment in this country, where education is a rule and not the exception, makes difficult and surprising to find a national success not based on worth. Hence it was that the presentation of St. Jacobs Oil directly judged it at once, and that rare intrinsic worth only could be the source of its success. The fact with them was equivalent to a coronation; and it is a rare thing to be family without St. Jacobs Oil's house.

**Not the Same.**  
"I suppose you have been put by penury?"  
"No, umm; the cop's case O'Brien; he's Irish."

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