

That Tired Feeling

is a Common Spring Trouble. It's a sign that the blood is deficient in vitality, just as pimples and other eruptions are signs that the blood is impure.

Hood's Sarsaparilla and Pills

Remove it, give new life, new courage, strength and animation.

They cleanse the blood and clear the complexion.

Accept no substitutes. I felt tired all the time and could not sleep. After taking Hood's Sarsaparilla a while I could sleep well and the tired feeling had gone.

Hood's Sarsaparilla promises to cure and keeps the promise.

A girl signing herself "Fifine" writes as follows: For fifteen years I have done my duty by my friends. When engagements were announced I got up hose and handkerchief showers, decorated for the wedding, and gave more costly presents than I could afford.



An Obituary. Mixed.

Edward L. Adams, representing the United States as Consul General at Stockholm, Sweden, for several years editor of the Rochester Democrat and Chronicle. While occupying that position he wrote an obituary notice of a neighbor's child, whose trousers had caught fire during a Fourth of July celebration.

For forty years Fiso's Cure for Consumption has cured coughs and colds.

At drugists. Price 25 cents.

In Chicago.

Mrs. Porckops—That Mrs. Grapitt is trying to introduce some new-fangled ideas in society.

Porckops—What's the matter with her now?

Mrs. Porckops—Why, she says it's no longer good form to take strangers to see the abattoir.—Puck.

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy to use for their children during the teething period.

As Others See Us.

Chapperton—Ma friend Sapleigh is aw-sewiously ill, doncher know.

Miss Causique—What's the trouble, Chapperton.—The aw-doctah says he has concussion of the brain.

Miss Causique—Indeed! Did he accidentally bump his head against a cobweb?

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Props., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by their firm.

WALSH, KILPATRICK & MARVIN, Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 75c per bottle. Sold by all Druggists. Testimonials free. Hall's Family Pills are the best.

Age of Deception.

Miss Elderleigh—I had my life to live over again.

Miss Springer (interrupting)—Why, I thought that's what you were doing.

Miss Elderleigh—What do you mean?

Miss Springer—Mr. Higgins said you told him you were 23 last month.

RHEUMATISM

AN INDESCRIBABLE TORTURE

Because Rheumatism sometimes comes on suddenly it doesn't prove that it is a chance disease or one due to accidental causes. It takes time for it to develop, and is at work in the system long before any symptoms are felt. The blood is the first point of attack, and the poisonous acids that cause the aches and pains are then distributed through the circulation to different parts of the system, and settle in joints, muscles and nerves; and when the system is in this condition it needs only some exciting cause like exposure to night air, damp, chilly weather, or the cold, bleak winds of winter, to arouse the slumbering poisons and bring on Rheumatism. The severity of the attack depends upon the amount of acid in the blood and the quantity of acrid matter in the joints and muscles. Some people are almost helpless from the first, while others have occasional spells or are uncomfortable, restless, nervous and half sick all the time from the nagging aches and pains. Rheumatism is a disagreeable companion even in its mildest form. It grows worse as we grow older, and frequently stiffens the joints, draws the muscles out of shape and breaks down the nervous system. A disease that originates in the blood, as Rheumatism does, cannot be cured with external remedies like liniments and plasters; such things scatter the pains or drive them to some other part of the body, but do not touch the disease or improve the condition of the blood. The thin acid blood must be restored to its normal purity and strength, so that all poisonous substances may be carried out of the system, and no medicine accomplishes this in so short a time as S.S.S., which not only neutralizes the acids and counteracts the poisons, but builds up the general health at the same time.



Write for our special book on Rheumatism, and should you desire any special information or advice, our physicians will furnish it without charge. THE SWIFT SPECIFIC CO., ATLANTA, GA.

THE PANAMA CANAL

Most Stupendous Engineering Enterprise of Modern Times—Will Revolutionize the World's Sea Routes—History of the Undertaking.

THE treaty between the new Republic of Panama and the United States and the enactment of the legislation by the latter necessary to commence the work of construction terminated all contention over the relative value of routes, concessions, policies, etc., which have stood in the way of the construction of an isthmian canal for at least twenty-five years, and opens the way for a vigorous prosecution of the great maritime enterprise. "No single great material work which remains to be undertaken on this continent," said President Roosevelt in a message to Congress, "is of such consequence to the American people as the building of a canal across the Isthmus connecting North and South America. * * * It is emphatically a work which it is for the interest of the entire country to begin and complete as soon as possible. It is one of those great works which only a nation can undertake with prospects of success, and which when done are not only permanent assets in the nation's



WEST END OF CULEBRA CUT.

material interests, but standing monuments to its constructive ability."

As early as 1827 the use of the Isthmus for commercial transit was suggested, and steps taken to secure that end. In that year President Bolivar gave a commission to J. A. Lloyd to survey the Isthmus of Panama in order to ascertain the most eligible line of communication across it, whether by road or canal. Nothing came of this commission beyond making surveys and formulating a report in which a new line of travel across the Isthmus was recommended. In 1838 the Republic of Colombia made a grant to a French company authorizing the construction of macadamized roads, railroads and canals across the Isthmus, with the Pacific terminus at Panama. Several years were spent in explorations, and reports were made which encouraged that undertaking, and it was decided to make further investigation, with a view of cutting through the Isthmus to join the two oceans by a canal. An elaborate report was the result of this investigation by Napoleon Garella, who recommended the construction of a canal, but nothing was done.

Events that occurred about the middle of the last century made it clear to sagacious statesmen that a maritime connection between the two oceans at the Isthmus of Panama was of the very highest importance to the United States. The dispute with Great Britain as to the boundary line west of the Rocky Mountains was settled by the treaty of 1846, and Oregon became an organized territory in 1848. By the treaty of Guadalupe-Hidalgo, in 1848, following the war with Mexico, California was ceded to the United States. The discovery of gold in that State induced many thousands of people of that country to seek the mining regions, and to avoid the hardships of travel across the plains, lines of steamships were established between New York and San Juan del Norte and San Francisco and Panama. This stream of travel led to the construction of a railroad across the Isthmus, and was the means of attracting general attention to the value and importance of communication by that route, and gave fresh interest to the question of constructing a canal. The matter was taken up by Congress and a report made, in 1849, by a committee recommending surveys from points on the Gulf of Mexico to the Pacific Ocean.

Nothing came from this investigation in the way of promoting a canal, but it may be said that the construction of the railroad was the result. On the completion of the road appropriations were made by Congress for carrying the mails across the Isthmus. Various efforts followed to secure concessions from New Granada and Nicaragua for citizens of the United States to construct a canal, some of which were successful, but none of which ac-

complished anything practical. In 1878 the Colombian Government made a concession to a provisional company formed in France, for a period of ninety-nine years, for the construction of a canal across its territory, and this concession was subsequently transferred to the Panama Canal Company, which undertook the work of construction, but failed and went into liquidation. Ferdinand de Lesseps was president of this company. Following the failure of De Lesseps, a new organization was perfected, and the work of construction was continued merely to preserve the concession, in the hope that the property and concession would be purchased by the United States. The price at which the property was offered was so large that the Walker Commission, which had investigated the general question, recommended the Nicaragua route; but subsequently the Panama Canal Company offered the entire property for \$40,000,000, and the property was taken by the United States at those figures. It is

estimated that the completion of the canal will cost \$144,000,000, and if the money to be paid the Panama Canal Company and the Republic of Panama be added, it will be seen that the cost of this work to complete will be at least \$200,000,000, and may reach \$225,000,000. The total length of the canal will be 49.09 miles. This includes seven miles of free sailing on Lake Boko. The length of the Nicaragua Canal is 183.66 miles, including forty-two miles of free sailing on Lake Nicaragua. Thus it will be seen that there is in favor of the Panama route 100 miles of canal navigation. It is estimated that a vessel would be three times longer in going through a canal by Nicaragua than by the Panama route. Aside from the value of the canal to the United States, from a military point of view, it will prove of great

value to the industrial and commercial interests of every section of the country. The expense and delay now incurred in commercial intercourse between the Atlantic and Pacific sections of the United States and in the trade between the Pacific States with Europe impose a serious limitation upon the progress of our industries. Cheaper and more expeditious access to the Pacific markets will benefit not only the Northeastern States by furnishing cheaper raw materials and larger markets for their industrial products, and the Southern States by increasing their exports of cotton and its manufactures, forest products, iron and steel manufactures, but also the Central West, which is now manufacturing extensively for the foreign and domestic trade. The canal will benefit all these sections by furnishing a larger business with the Pacific coast, and enhance their ability to compete with Europe in Western South America and

the Orient. It will place Europe and the United States on a basis of equality in distance for the trade of the Far East and Australia, the advantages at present being greatly in favor of Europe.

The report of the Walker Commission points out that the canal will have an especially direct and important effect upon the market for American goods. Vessels engaged in our own or European commerce through the canal will find it to their advantage to purchase American fuel on either Atlantic or Gulf seaboard, or in West Indian and Central American stations. The larger commerce which the canal will cause to move across the North Pacific may increase the demand for the product of the Puget Sound mines. The low cost at which coal can be placed at tidewater on the Gulf and Atlantic seaboard, and the fact that there will be a considerable movement of vessels in ballast or with part cargoes westward through the canal, makes it probable that the coal required for industrial purposes on the west coast of South and Central America, and for commercial uses in those regions, and to some extent in the coaling stations of the Pacific, will be supplied from the mines in the southern and eastern sections of the United States. The demands at home for the coal of all the mining centers of the United States will be enlarged by the canal in proportion to its effect upon the development of American industries.

The effect of the canal upon the railroads in the eastern and southern sections of the United States will be favorable. The lines in the central West will feel the competition in rates somewhat more than will the Eastern and Southern roads, but the only business that can be diverted from them is the low-class transcontinental traffic, and this will be fully compensated for by the larger traffic due to the canal's effect upon the development and diversification of the manufacturing and other industries of the section they serve. The railroads connecting the Mississippi Valley with the Pacific ports are the roads with which the canal's competition will be strongest, and the rates on a large share of their through business will be regulated by the water route.

It is calculated that the canal will be completed in ten years, or in the



PIER OF THE PANAMA RAILWAY.

Suez tolls are levied by a corporation, whose object is to secure the maximum revenue. In fixing the charges for the use of an isthmian canal owned and operated by the United States Government, the principle of maximum revenue could not be wisely followed. The revenue producing functions of the canal will be minor as compared with its services in promoting the industrial and commercial progress and general welfare of the United States. The exaction of tolls that would much restrict the benefits derivable from the canal would not be to the advantage of the people of this country.

Regarding the relative advantages to be derived by Europe and the United States, the report of the commission

says: "As compared with Europe, the United States will derive from the canal greater benefits, both commercially and industrially. The commerce of Europe with the Pacific coast of North, Central and South America, under existing conditions, is about as large as the total volume of the present traffic of the United States that may be considered tributary to the canal, but this fact does not indicate the relative advantages which the canal will possess for the trade of Europe and that of the United States. As soon as it has been opened, our trade with the west coast of South America will increase

more rapidly, as will also the volume of our trade with the Orient. An isthmian canal will strengthen the unity of the national and political interests of the United States, develop its Pacific territory and promote the commerce and industries of the entire country. The benefits which Europe will derive from the canal will be political and industrial."

Approval. "Are you fond of golf?" "Yes, indeed," answered Mrs. Cumrox. "I regard the game as a very clever way of enabling people to walk without being suspected of trying to save the cost of a carriage."—Washington Star.

Bread and Rice. Only one-third of the world's population use bread as a daily article of food. Nearly one-half of the people of the world subsist chiefly on rice.

Sweet Little Imp. The other day at a rural railway station a colored mother who was waiting for her child exclaimed, as the youngster was handed to her from the train: "Lawd bless his honey-sweetness! Ain't he de blainkest, sweetest little Satan dat ever you did see?"—Atlanta Constitution.

Perrin's Pile Specific. The INTERNAL REMEDY. No Case Exists It Will Not Cure.

AGENTS WANTED. For our New Gasoline Drag Saw. We set on one only once for each log. One man can now saw. We handle the only Malleable Grubbing Machine. Write us your wants in the machinery line. H. H. BROWN MACHINERY CO., Foot Morrison St., Portland, Oregon.

BUY THE WASHINGTON SHOES. S. O. L. I. D. SHOE MFG. CO. SEATTLE.

FROM YOUR DEALER.

W. L. DOUGLAS \$4.00, \$3.50, \$3.00, \$2.50. WISE SHOES THE WORLD.

W. L. Douglas shoes are worn by more men than any other make. The reason is, they hold their shape, fit better, wear longer, and have greater intrinsic value than any other shoes.

Look for name and price on bottom. Douglas uses Corona Golaikin, which is everywhere conceded to be the finest Patent Leather yet produced. Fast Color Finish. Shoes by mail, 25 cents extra. Write for Catalog. W. L. DOUGLAS, Brockton, Mass.

P. N. U. No. 16-1904.

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W. L. DOUGLAS'S CURE FOR THE GREAT PAIN OF THE HEAD IN CONNECTION WITH CONSUMPTION.

Ayer's

You know the medicine that makes pure, rich blood—Ayer's Sarsaparilla. Your mother, grandmother, all your folks, used it. They trusted

Sarsaparilla

it. Their doctors trusted it. Your doctor trusts it. Then trust it yourself. There is health and strength in it.

I suffered terribly from indigestion and this blood. I found no relief until I took Ayer's Sarsaparilla. Four bottles permanently cured me. Write for particulars. M. P. HART, Mt. Kisco, N. Y.

Rich Blood

Ayer's Pills are gently laxative. They greatly aid the Sarsaparilla.

Aids to Long Life. Moderation in eating, drinking and physical indulgence. Pure air out of house and within. The keeping of every organ of the body, as far as possible, in constant working order. Regular exercise every day in all weather; supplemented in many cases by breathing movements, and by walking and climbing stairs. Going to bed early and rising early, and restricting the hours of sleep to six or seven. Daily baths or ablutions according to individual conditions, cold or warm, or warm followed by cold. Regular work and mental occupation. Cultivation of placidity, cheerfulness, and hopefulness of mind. Employment of the great power of the mind in controlling passions and nervous fear. Strengthening the will in carrying out whatever is useful, and in checking the craving for stimulants, anodynes, and other injurious agencies.

An Easy Way to Do It. Mineral, Idaho, April 11.—Mr. D. S. Colson of this place has something to say which will be of interest to many men. Mr. Colson claims to have found a simple way to get rid of pains in the back, Sciatica or Rheumatism. He has cured himself and so claims personal experience in proof of his method. Mr. Colson says: "I had awful pains in my hip. They got so bad at last that I could hardly walk. I tried several things but got no relief till I began to use Dodd's Kidney Pills and I had taken but a few of these pills till the pain left me entirely. "Dodd's Kidney Pills certainly did me lots of good and I consider them a great medicine." The remedy that cured Mr. Colson is the same that has been making such sensational cures of Bright's Disease, Diabetes, Dropsy and Rheumatism all over the country. The name of the medicine is Dodd's Kidney Pills.

Too Hasty. "Jones has a new addition to his family." "Indeed? I must congratulate him!" "Hold on—it's a son-in-law!"—Atlanta Constitution.

FITS Permanently cured. No more nervousness after first day's use of Dr. King's Great Nerve Restorer. Send for Free \$2 trial bottle and treatise. Dr. J. C. King, Ltd., 57 Arch St., Philadelphia, Pa.

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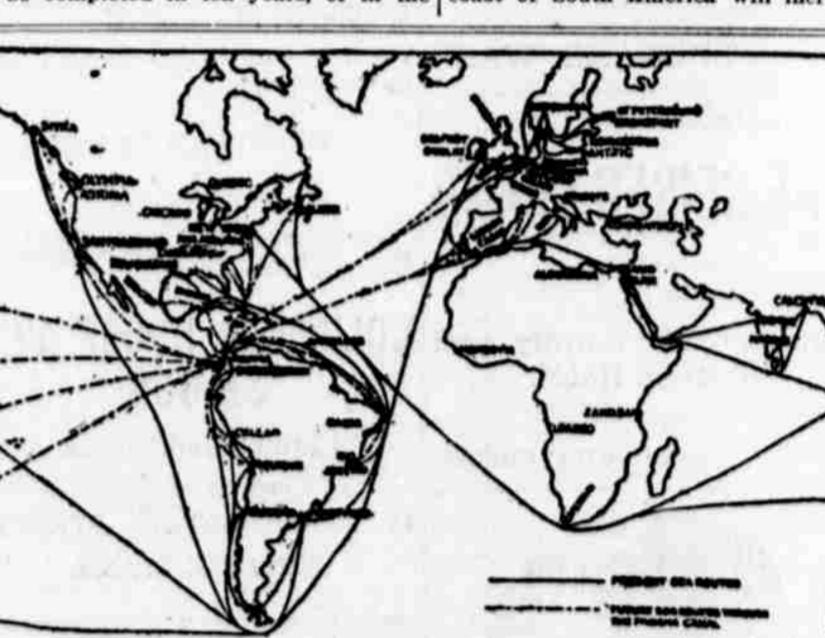
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HOW THE PANAMA CANAL WILL CHANGE THE WORLD'S SEA ROUTES.

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ROUTE OF THE GREAT PANAMA WATERWAY LINKING THE ATLANTIC AND PACIFIC OCEANS.