

RESUMES GLOBETROTTING

CORRESPONDENT CARPENTER ON HIS WAY TO THE FAR EAST.

Will Make a Study of the Situation in the Philippines for Oregonian Readers.

Within the next few weeks The Sunday Oregonian will begin the publication of a series of letters from the Philippines and the Far East by Frank G. Carpenter.

Mr. Carpenter has already left San Francisco for Japan. He will stop there a few days, and then push rapidly on for the Philippines, where he will remain for the greater part of the year, traveling from island to island and giving graphic descriptions of the country, its resources, the people, both savage and civilized, their curious customs and all about them.

Well-Known Correspondent.

Mr. Frank G. Carpenter is well known to our readers as a traveler and reliable correspondent. He has the time to write to a greater extent than almost any other writer of today.

When he returned he was sent to Washington by the Cleveland Leader as a correspondent. His letters from the national capital at once attracted wide attention.

Accompanied by His Wife.

On this trip he was accompanied by his wife. He left San Francisco for Japan; went there to China and the Chinese coast, and then south to Siam, Burma, India, Egypt, Turkey and Europe.

Shortly after his return to the United States, Mr. Carpenter went to Mexico to interview President Diaz, and then to Europe, where he interviewed Prince Otto von Bismarck and other notables.

This was in the height of the panic of 1893, but the scheme was such a big one that it was not abandoned at once, and in 1894, Carpenter left Vancouver for Japan.

Extended Journey Planned.

From this time until his recent journey of a year around and about South America, Mr. Carpenter's travels have been confined to the United States, with the exception of a little trip to Puerto Rico which was made during the past summer.

An Elective Federal Judiciary.

The proposition of Senator Butler, of North Carolina, for an amendment of the constitution, making the Federal Judiciary elective and limiting the terms of office to eight years, deserves scant courtesy at the hands of its congressional colleagues.

REPORT ON THE CANAL

SENATOR SHOWS THAT IT SHOULD BE BUILT AT NICARAGUA.

Comparison With the Panama Canal Project - Advantages to Come From Its Early Construction.

WASHINGTON, Jan. 20.—The following is the report made by Senator Morgan, of Alabama, in favor of the Nicaragua canal bill.

ISLANDS WITHOUT OWNERS.

Good Opportunity for a Government That Has Lighthouses to Spare.

Mr. Frederick A. Cook, writing of Antarctic exploration in the January Century, tells of certain islands that might well be fitted with lighthouses:

A series of low, pyramidal masses appeared under the southern sky. It was like a bank of blue tinged with snowy bands. The whole length of our seaboard formed an ill-defined, cloudlike aggregation resting on the black water and extending the entire length from northeast to southwest.

In a general way this coast line resembles parts of the Greenland landscape. About the largest islands there are many small, ice-free isles, or rocks, which are the resting-places of seals, penguins, cormorants and gulls.

It is very curious that this group of islands, about 100 in number, with 1000 miles of accessible coast line and several good harbors, free of ice for much of the year, should remain unclaimed by any government and unsettled by human efforts.

THE BUBONIC PLAGUE.

It is an Extremely Fatal Disease and is Highly Contagious.

New York Journal.

Bubonic plague is an extremely fatal disease, the mortality being from 70 to 90 per cent. Women are more prone to it than men, and children its most frequent victims.

The opening of the Suez canal has made a corresponding gateway in the isthmus of Darien, a necessary complement to complete the commercial geography of the world.

With this western connection there will be established the shortest and most direct line of navigation between the seaports of every nation and those of every other nation in the world in passing from ocean to ocean.

The epidemic in Astrakhan was eliminated by rigid quarantine and sanitary regulations. Three military cordons were established around each village, so that no one could pass in or out until 40 days after the last case of disease.

A vessel from Syria, where bubonic plague then existed, with a few cases on board, about 200 years ago, introduced this special fifth disease into Marseilles, with the result that it devastated the south of France.

"Two jewels—time and good advice." This is the motto of the "Pennyroyal Pills," which are sold in every drug store.

no one could pass in or out until 40 days after the last case of disease. A second military force was placed around the entire group of infected villages, and a third cordon surrounded the whole province.

Two jewels—time and good advice. This is the motto of the "Pennyroyal Pills," which are sold in every drug store.

upon the income of the canal to reimburse its cost within a period of 30 years.

"Two jewels—time and good advice." This is the motto of the "Pennyroyal Pills," which are sold in every drug store.

REPORT ON THE CANAL

SENATOR SHOWS THAT IT SHOULD BE BUILT AT NICARAGUA.

Comparison With the Panama Canal Project - Advantages to Come From Its Early Construction.

WASHINGTON, Jan. 20.—The following is the report made by Senator Morgan, of Alabama, in favor of the Nicaragua canal bill.

ISLANDS WITHOUT OWNERS.

Good Opportunity for a Government That Has Lighthouses to Spare.

Mr. Frederick A. Cook, writing of Antarctic exploration in the January Century, tells of certain islands that might well be fitted with lighthouses:

A series of low, pyramidal masses appeared under the southern sky. It was like a bank of blue tinged with snowy bands. The whole length of our seaboard formed an ill-defined, cloudlike aggregation resting on the black water and extending the entire length from northeast to southwest.

In a general way this coast line resembles parts of the Greenland landscape. About the largest islands there are many small, ice-free isles, or rocks, which are the resting-places of seals, penguins, cormorants and gulls.

It is very curious that this group of islands, about 100 in number, with 1000 miles of accessible coast line and several good harbors, free of ice for much of the year, should remain unclaimed by any government and unsettled by human efforts.

THE BUBONIC PLAGUE.

It is an Extremely Fatal Disease and is Highly Contagious.

New York Journal.

Bubonic plague is an extremely fatal disease, the mortality being from 70 to 90 per cent. Women are more prone to it than men, and children its most frequent victims.

The opening of the Suez canal has made a corresponding gateway in the isthmus of Darien, a necessary complement to complete the commercial geography of the world.

With this western connection there will be established the shortest and most direct line of navigation between the seaports of every nation and those of every other nation in the world in passing from ocean to ocean.

The epidemic in Astrakhan was eliminated by rigid quarantine and sanitary regulations. Three military cordons were established around each village, so that no one could pass in or out until 40 days after the last case of disease.

A vessel from Syria, where bubonic plague then existed, with a few cases on board, about 200 years ago, introduced this special fifth disease into Marseilles, with the result that it devastated the south of France.

Two jewels—time and good advice. This is the motto of the "Pennyroyal Pills," which are sold in every drug store.

no one could pass in or out until 40 days after the last case of disease. A second military force was placed around the entire group of infected villages, and a third cordon surrounded the whole province.

Two jewels—time and good advice. This is the motto of the "Pennyroyal Pills," which are sold in every drug store.

upon the income of the canal to reimburse its cost within a period of 30 years.

"Two jewels—time and good advice." This is the motto of the "Pennyroyal Pills," which are sold in every drug store.

and such inducements we have no reasonable excuse for any further delay in the enactment of a law that will inaugurate this great national work.

"In our relations with other powers, this is the most opportune time in our history for performing this national duty. Recent events have provided for us a better security for peace and good will with other nations than we have ever enjoyed.

"The upper limit of cost, under the most unfavorable conditions as to the prices of labor and material, and all incidental expenditures, and with ample capacity for the safe and rapid transit of the largest vessels, is \$100,000,000.

"The lowest limit of cost is, probably, \$70,000,000.

"Between these sums there is a margin of security as absolute as any forecast of skill of engineering can provide, in advance, so that the possibility of an undercalculation is reduced to the minimum.

"The capacity of the canal, as it is projected in the latest surveys made by our government, is larger as to its prism and locks than is provided for in any previous plan, and it is greater than any ship canal in the world.

"If any possible increase of the dimensions of ships should ever require a corresponding increase of the capacity of the canal, or even a partial reconstruction, there is ample room for such works, and the water supply is greatly more than sufficient for all such possible demands.

"The isthmus of Darien has been carefully explored by many able engineers and geographers, and the Nicaragua route and the Panama route have excluded all other possible routes from consideration.

"Engineering measurements, and tests, conducted by various parties at great expense, have demonstrated, at least, that the route established in the bill herewith reported is the best, the safest, the most favorable in respect to the motive power of the winds, and is in the healthiest region for a canal on the isthmus.

"In the long list of great engineers, who have made careful examinations of the Nicaragua route for contractors, promoters, companies holding concessions, and for governments, are the names of Mr. Colquhoun, of England, who describes this route in his 'Key to the Pacific,' and Ferdinand de Lesseps, who testified before a committee of the house of representatives.

"Without dissent or hesitancy these great engineers state that, for a canal with locks, the Nicaragua route is really the only available route for a ship canal through the isthmus of Darien, and the common sense of mankind adopts their conclusion without any distrust.

and such inducements we have no reasonable excuse for any further delay in the enactment of a law that will inaugurate this great national work.

"In our relations with other powers, this is the most opportune time in our history for performing this national duty. Recent events have provided for us a better security for peace and good will with other nations than we have ever enjoyed.

"The upper limit of cost, under the most unfavorable conditions as to the prices of labor and material, and all incidental expenditures, and with ample capacity for the safe and rapid transit of the largest vessels, is \$100,000,000.

"The lowest limit of cost is, probably, \$70,000,000.

"Between these sums there is a margin of security as absolute as any forecast of skill of engineering can provide, in advance, so that the possibility of an undercalculation is reduced to the minimum.

"The capacity of the canal, as it is projected in the latest surveys made by our government, is larger as to its prism and locks than is provided for in any previous plan, and it is greater than any ship canal in the world.

"If any possible increase of the dimensions of ships should ever require a corresponding increase of the capacity of the canal, or even a partial reconstruction, there is ample room for such works, and the water supply is greatly more than sufficient for all such possible demands.

"The isthmus of Darien has been carefully explored by many able engineers and geographers, and the Nicaragua route and the Panama route have excluded all other possible routes from consideration.

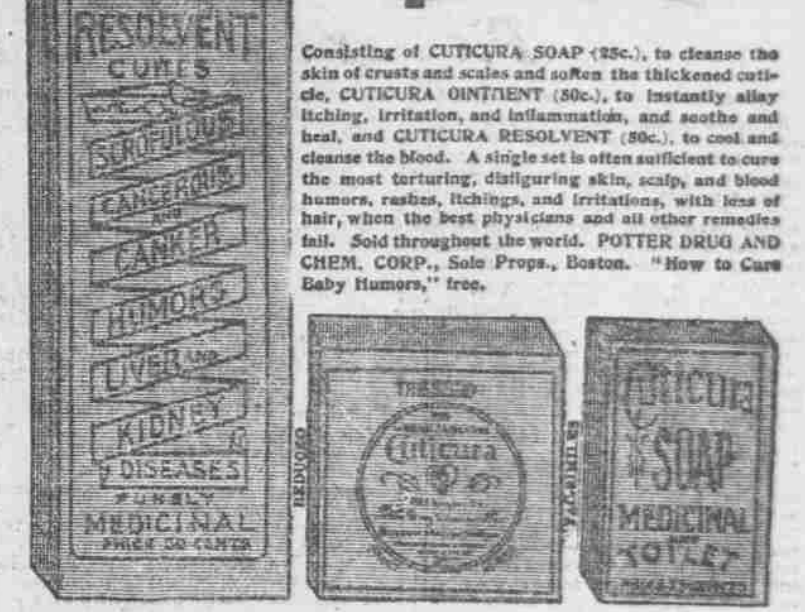
"Engineering measurements, and tests, conducted by various parties at great expense, have demonstrated, at least, that the route established in the bill herewith reported is the best, the safest, the most favorable in respect to the motive power of the winds, and is in the healthiest region for a canal on the isthmus.

"In the long list of great engineers, who have made careful examinations of the Nicaragua route for contractors, promoters, companies holding concessions, and for governments, are the names of Mr. Colquhoun, of England, who describes this route in his 'Key to the Pacific,' and Ferdinand de Lesseps, who testified before a committee of the house of representatives.

"Without dissent or hesitancy these great engineers state that, for a canal with locks, the Nicaragua route is really the only available route for a ship canal through the isthmus of Darien, and the common sense of mankind adopts their conclusion without any distrust.

SPRING HUMORS

Complete External and Internal Treatment \$1.25



Consisting of CUTICURA SOAP (25c.), to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA OINTMENT (50c.), to instantly allay itching, irritation, and inflammation, and soothe and heal, and CUTICURA RESOLVENT (50c.), to cool and cleanse the blood.

many other distinguished men, who had united under the encouragement of the government to obtain a concession from Nicaragua for the construction of a ship canal.

"This strong corps of our best engineers made the final surveys and location of the canal, which the Maritime Canal Company was incorporated by congress, to construct, and they proceeded to expend on the work more than \$4,500,000.

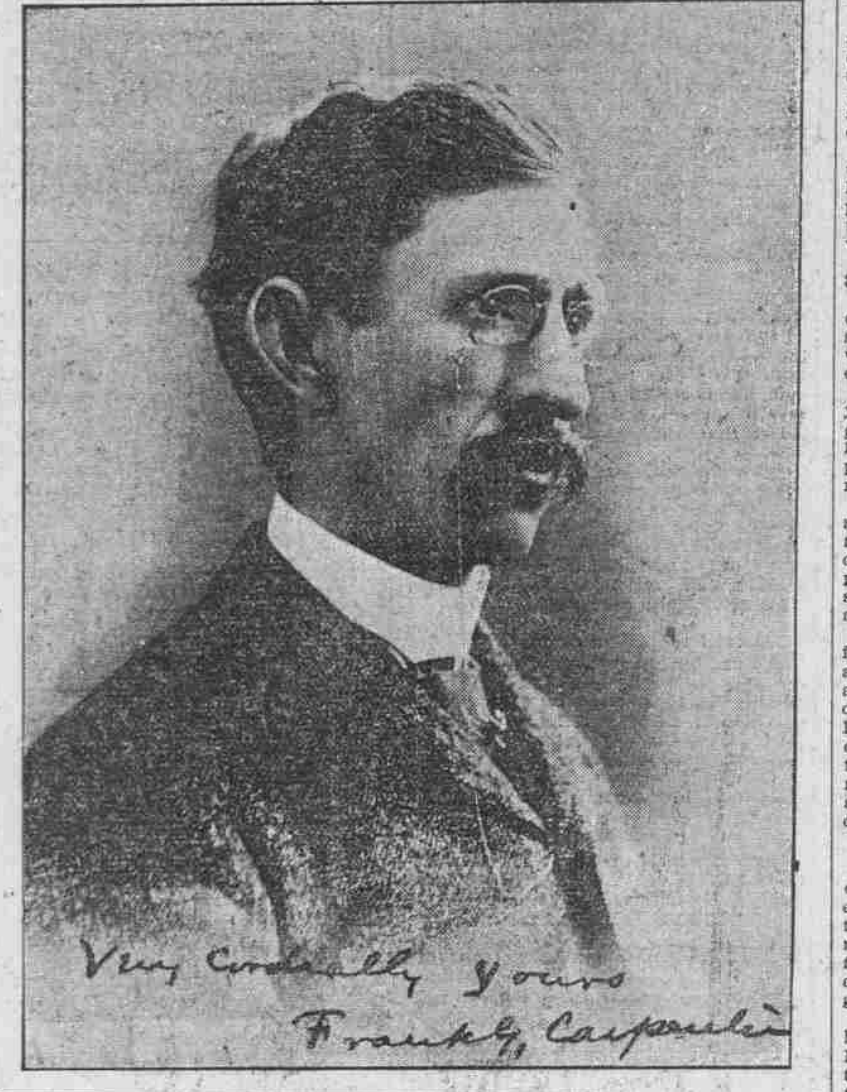
"Although the artificial canal thus surveyed and located is less than 20 miles long, the survey included not less than 400 miles of actual measurement, and with lines run by the two subsequent commissions not less than 3000 miles.

"Congress, in legislating for the assistance of this work, for reasons of public importance and not at the instance or request of the Maritime Canal Company of Nicaragua, has organized two commissions to re-survey and re-examine this canal route, the first under Colonel Ludlow, in 1888, and the other under Rear-Admiral Walker in 1897.

"There is a solid foundation of fact, mathematically demonstrated as to every engineering problem, and a careful examination into every fact and condition that relates to the canal, on which to base the uniform conclusions that all those scientific experts have reached, that the canal is feasible, with no new engineering problems to be met; that it is practicable and safe, and will be permanent, and of a capacity that need not be increased to accommodate any new demand of commerce.

"As to the Nicaragua route, there is no element of uncertainty that seems to justify any further delay in providing for its adoption.

"If it could be reasonably assumed or satisfactorily established that the Panama route would admit of the construction of a canal at a lower cost, with a shorter line of transit and a safer water supply than the Nicaraguan route, there are other difficulties in our adopting the Panama route that cannot be removed, and are supreme in their control over our duty to select the Nicaraguan route.



Very cordially yours Frank G. Carpenter

GROUP OF NOTED HUNTING DOGS IN KERN COUNTY, CALIFORNIA.



Painted by C. Tebbes from a Snapshot of Dogs in Action on the Field.—From San Francisco Call.

and such inducements we have no reasonable excuse for any further delay in the enactment of a law that will inaugurate this great national work.

"In our relations with other powers, this is the most opportune time in our history for performing this national duty. Recent events have provided for us a better security for peace and good will with other nations than we have ever enjoyed.

"The upper limit of cost, under the most unfavorable conditions as to the prices of labor and material, and all incidental expenditures, and with ample capacity for the safe and rapid transit of the largest vessels, is \$100,000,000.

"The lowest limit of cost is, probably, \$70,000,000.

"Between these sums there is a margin of security as absolute as any forecast of skill of engineering can provide, in advance, so that the possibility of an undercalculation is reduced to the minimum.

"The capacity of the canal, as it is projected in the latest surveys made by our government, is larger as to its prism and locks than is provided for in any previous plan, and it is greater than any ship canal in the world.

"If any possible increase of the dimensions of ships should ever require a corresponding increase of the capacity of the canal, or even a partial reconstruction, there is ample room for such works, and the water supply is greatly more than sufficient for all such possible demands.

"The isthmus of Darien has been carefully explored by many able engineers and geographers, and the Nicaragua route and the Panama route have excluded all other possible routes from consideration.

many other distinguished men, who had united under the encouragement of the government to obtain a concession from Nicaragua for the construction of a ship canal.

"This strong corps of our best engineers made the final surveys and location of the canal, which the Maritime Canal Company was incorporated by congress, to construct, and they proceeded to expend on the work more than \$4,500,000.

"Although the artificial canal thus surveyed and located is less than 20 miles long, the survey included not less than 400 miles of actual measurement, and with lines run by the two subsequent commissions not less than 3000 miles.

"There is a solid foundation of fact, mathematically demonstrated as to every engineering problem, and a careful examination into every fact and condition that relates to the canal, on which to base the uniform conclusions that all those scientific experts have reached, that the canal is feasible, with no new engineering problems to be met; that it is practicable and safe, and will be permanent, and of a capacity that need not be increased to accommodate any new demand of commerce.

"As to the Nicaragua route, there is no element of uncertainty that seems to justify any further delay in providing for its adoption.

"If it could be reasonably assumed or satisfactorily established that the Panama route would admit of the construction of a canal at a lower cost, with a shorter line of transit and a safer water supply than the Nicaraguan route, there are other difficulties in our adopting the Panama route that cannot be removed, and are supreme in their control over our duty to select the Nicaraguan route.

"The great lakes of Nicaragua and Managua are the best water supply in the world for a lock canal to connect two oceans or arms of the sea. As to the water supply sufficient for the highest level of a great ship canal, there can be no

doubt of the superiority of the Nicaragua route over that of Panama.

Advertisement for Pennyroyal Pills, including an illustration of a woman's face and text describing the medicine's benefits for various ailments.