

WILL SOON BE BUILT

Time Required to Finish Great Work Calculated—About Seven Years May Be Required to Finish the Ditch and Locks.

By FREDERIC J. HASKIN.

(Copyright, 1908, by Frederic J. Haskin.) Washington, D. C., July 24.—When the last stroke of work on the big dam at this place has been struck, Uncle Sam will be ready to present his gigantic ditch to an applauding world. That time will be some years in the future, as there is much yet to be done. Twenty million cubic yards of material will have to be put into it, the biggest set of locks in the world, requiring 1,300,000 cubic yards of concrete masonry, will have to be constructed, and 14 pairs of gates will have to be designed and built. But when all the experiments have been completed and the work of constructing the dam begins in earnest, it will go forward with a rush. With the three main walls of the locks aggregating some 9,000 linear feet, it will be possible to work 20 concrete mixing plants at once. In a recent piece of construction work in the states a single mixing plant maintained for a considerable time an average of 400 cubic yards of concrete put in place per day, and a maximum of 800 cubic feet was reached.

Assuming that on the same 10 plants work constantly, after an output of 250 cubic yards each per day, they could finish the locks in 620 working days, or two and a quarter years. At this rate they would be using about 4,000 tons, or about 125 carloads of material a day, which is less than a fifteenth of the weight of material taken from Cuba by the United States in this time the four years the board of consulting engineers estimated it would take to make the excavations for the locks, and the year they figured it would take to build the lock gates, and even if the three operations could be carried forward at the same time it would be only a little more than seven years from the time the work began until it shall have been completed. But the excavations are proceeding so much more rapidly that the work will probably be done several years earlier than the board of engineers expected.

It is therefore pretty safe to assume that some time after the end of the year 1912 that eventful day will dawn when the canal will be opened to traffic. It is easy to imagine that it will be a great day. No nation is so remote from the center of civilization that it will not feel the benefits of the canal. It is probable that no nation will consider itself too far removed from the scene to have representatives of its navy, its merchant marine and its people there to take part in the great celebration. Long before the last shovel of dirt has been disposed of the United States probably will send out invitations to the nations of the earth to help celebrate the successful termination of the immense task of breaking down the barrier which since the beginning of time has separated two oceans. Warships, steamships, sailing vessels, every kind and condition of craft will brave the dangers of the deep to help make memorable the event.

Hard to Foretell. No one is prophetic enough to foretell how much the completed canal will mean to the world's commerce. We know that it will bring every part of Europe nearly 7,000 miles nearer to the western part of the United States, Canada and Mexico. We realize that it will bring our own Atlantic seaboard 3,000 miles closer by water to our Pacific coast than it now is and that Canada will enjoy a corresponding benefit. We recall that it took the Oregon 65 days to sail around Cape Horn when had the canal been built, she could have made the trip in 19 days. We are told that a million tons of merchandise are annually landed on the isthmus by the 1,000 steamers which visit its ports in that time. We recognize that the vast trade which now goes through the Straits of Magellan and around the Horn will pass through the Panama canal. But we cannot more than roughly predict the great diversion of trade which will take place or the changes on the map of the world which will result.

The capture of Constantinople by the Turks resulted in the discovery of a route to the east ended the world supremacy of Genoa, of Florence and of Venice. Their harbor was booming with shipping from the west of the

OREGON ELK DELEGATES AT TEXAS CONVENTION AS THEY APPEARED TO CARTOONIST BLACKMAN



then known world, were deserted and all but abandoned. Their commercial supremacy passed away forever. And while they were losing their grip on the maritime situation other cities began to rise and figure as the centers of the world's commerce. So will it be with the opening of the Panama canal. With a deep waterway from the great lakes to the gulf the whole of the vast Mississippi basin will find an outlet direct to the markets of the world. Grain rates from Chicago, St. Louis, Kansas City, New Orleans and Galveston to Pacific points will be cheaper than a railroad could ever give. The great central plains of Canada, with their vast output, and still vaster possibilities, of grain, will find it cheaper to reach the oriental markets by way of the Mississippi river and the Panama canal. All of this will give the great Mississippi valley an important position in the commercial affairs of the nation even beyond that already held.

Sir Walter Raleigh once exclaimed that the nation which controlled the isthmus of Darien would rule the world. The fulfillment of the prophecy seems near. A United States waterway means a deep United States interest in the affairs of the Caribbean, and the day may yet come when the dream of Jefferson under our protection, Jamaica is proving no longer an important asset to England, and the growing desire of the commercial interests of the island for annexation to the United States may yet be gratified by friendly treaty. San Domingo and Hayti are gradually drifting to the point where each will require a guardian—and the United States will not let any other nation assume such a role.

Mexico's Ambition. Even in Mexico the wish for annexation is said to be strong. President Diaz himself being reliably reported as having said that within 50 years Mexico with a half billion dollars of American money invested in her enterprises, will be seeking a political union with the United States. Stranger things have happened to the map of the world than that Canada, whose interests, aims and aspirations are one's own, should ultimately become a part of us, and so we may yet literally fulfill a prediction made several hundred years ago by the far-seeing Raleigh.

It is probable that in the decade or two following the completion of the canal the tolls collected from it will not pay for its upkeep and the interest on the investment. If it costs \$300,000,000 the interest on that amount at only 3 per cent would be \$9,000,000 a year. Add to that \$1,000,000 for upkeep, and at the rate of toll charged by the Suez canal—\$1.75 per ton—it would take 6,000,000 tons of cargo a year to yield enough toll to make the enterprise break even commercially. But while we may not expect much in the way of additions to a sinking fund on the cost for a good while, the experience of many canals is that it will ultimately pay for itself commercially, not to count the immense strategic advantage it will give the United States. The tonnage of the Suez canal increased from 226,609 tons in 1870 to 8,448,383 in 1895, and to 13,401,825 in 1900. The maximum tonnage permitted is 25 per cent, and there has to be a constant lowering of tolls to keep them down to that point.

The total tonnage of the Kiel canal has increased from 1,500,000 in 1896 to 4,900,000 in 1904. Our own "Soo" canal shows remarkable increases in traffic, perhaps beyond anything its promoters ever dreamed of. Its total tonnage today is about 25,000,000 tons as compared with 5,000,000 tons in 1890. It is expected that ultimately the Panama canal will be as much ahead of the "Soo" canal as the "Soo" is ahead of the Suez today.

Perhaps the most immediate benefit the American people will derive from the canal will be the opening up of new trade with South America. Under the stimulus of this great waterway American enterprises will doubtless enjoy a new awakening, and will push itself into the opportunities which await it in that land of promise beyond the equator. Today South America buys only one dollar's worth of stuff from the United States where she buys seven from Europe. On the other hand we buy more of her exports than all the rest of the world put together. Every student of economy conceives that there is nothing to prevent our getting as much of her export business as we get of her export business except indifference to the opportunity. The Panama canal may be expected to change this, and if it does with all its tremendous cost it would still in the long run be a pretty cheap missionary. The canal is a work which will benefit humanity as long as the world shall stand, and which will hasten the day when the federation of the world and the parliament of man will be an accomplished fact.

All canvas shoes at cut prices. 90c a pair for women's 11.25 white canvas oxfords. 75c a pair for boys' 11.50 canvas shoes. 85c a pair for men's 11.50 and 11.75 canvas shoes. Sample Shoe Store Co., 208 Morrison, also corner First and Madison.

FIND TRACES OF FUGITIVES

Graft Prosecution Officers Close on Trail of Alleged Dynamiters.

(United Press Leased Wire.) Marysville, Cal., July 24.—Officers returning from a camp near here today announced that they had found new traces of both Peter Claudianes and Felix Padeuvaris, who are wanted in San Francisco in connection with the Gallagher dynamiting cases. The detectives working on the case are convinced that both fugitives are still within five miles of this city and they are tracing half a dozen clues in the hope of apprehending them. At the camp where the officers spent most of the night, they say they learned positively that Peter Claudianes had been there recently and received assurance that Padeuvaris had joined him.

They say the fugitives were informed of the state of affairs in San Francisco and of the confession of John Claudianes by friends who hurriedly sent word to the camp as soon as the information became public. According to the story at the camp, the men immediately struck out to join Greeks in more sequestered places in this and the Orville regions. Sheriff Steff was the only witness to which Greeks spend the summer months. Peter Claudianes is known to have spent the Fourth of July in Chico when John, his brother, was vainly searching for him. The detectives realize that they have a hard case on their hands, as the Greeks here and in all the camps are afraid to give much information and are likely to have the fugitives, who probably are receiving regular reports of the movements of the officers.

KILLER LEAVES FINGER AS CLUE

San Francisco Police Looking for Murderer in Need of a Surgeon.

(United Press Leased Wire.) South San Francisco, July 24.—Sheriff Robert Chatham of San Mateo county is today scouring this section of the country with a posse looking for an unknown Greek, of whom he had an accurate description, and who is accused of having murdered Stoyan Steff, a witness in a murder case here yesterday, because he was the only witness that could convict the defendant. The murder was committed within three months. The fourth partner, Todor Kiproff, is in jail awaiting trial on the charge of having killed the other two men. Steff was the only witness to the quarrel that ended in the death of the two. The murdered man is the third man of a former bakery firm of five members here to be killed within three months. The fourth partner, Todor Kiproff, is in jail awaiting trial on the charge of having killed the other two men. Steff was the only witness to the quarrel that ended in the death of the two. The murdered man is the third man of a former bakery firm of five members here to be killed within three months. The fourth partner, Todor Kiproff, is in jail awaiting trial on the charge of having killed the other two men. Steff was the only witness to the quarrel that ended in the death of the two.

EIGHT WEST POINT MEN ARE DISCHARGED

(Special Dispatch to The Journal.) West Point, N. Y., July 24.—Hazing received another solar plexus yesterday when eight cadets in the United States military academy were summarily dismissed as the result of a practice. The cadets discharged are: William T. Russell, appointed at large, and Harry G. Weaver of Illinois, members of the first-class, and Byron G. Jones, New York; George W. Chason, New York; William M. Prude, Alabama; Isaac Spaulding, Oklahoma; William Motke, Virginia; and James A. Gillespie of Pennsylvania, members of the third class. Last night it was learned that hazing at the academy has been going on during the past three months. Never, it can be seen, was evidence of hazing so carefully and so skillfully concealed. Even the cadet officers were kept out of the secret, while as for the plebes, as the fourth classmen are called, all took the hazing uncomplainingly.

POOR INJUN WILL BE LANDLESS SOON

(Special Dispatch to The Journal.) Chicago, Okla., July 24.—Decorations of flags and hunting are being put up in anticipation of the celebration tomorrow in honor of the removal of the restrictions on the Indian land. While the Indians are the only ones affected by the law the celebration will be participated in by the Farmers' union and by the citizens generally. The chief benefit of the new law is that it will enable the Indians to transfer their inheritances without the interference of the Washington authorities. The celebration will include a parade and a program of outdoor festivities. Dress lawns and organdies, 25c value. 5c yard. See Bannons' ad, page 3.

SULTAN YIELDS IMPORTANT POINT

Issues Imperial Edict Calling Upon People to Elect Parliament.

(United Press Leased Wire.) Constantinople, July 24.—The sultan today issued an imperial proclamation calling upon the people to elect a parliament soon. It is believed this is a forerunner of the formation of a constitution, which the sultan recently announced he would grant the people. Vienna, July 24.—Word was received here that the entire Turkish garrison of Isakub vihayet, in Kosovo, mutinied today. The discontents state that over 500 soldiers are involved in the mutiny, which includes nearly all the civilian population. Leaders of the "Young Turkey" idea are said to be at the head of the latest revolt in the Balkan region. A force of loyalists is marching against the town and a battle is expected.

RAILWAY MEN IN POLITICS

Nebraska Association of Employees to Decide Between the Parties.

(Special Dispatch to The Journal.) Omaha, July 24.—Leaders of both political parties are manifesting a lively interest in the meeting called for this city tomorrow by the Nebraska State Railway Employees' Protective association. The association has been in existence six months and is said to have a membership of 15,000. It now proposes to enter politics as an organization and it is understood that the meeting called for tomorrow is to discuss what course the organization shall pursue in regard to the presidential contest. Whether the support of the association will be thrown to Judge Taft or to Mr. Bryan is a question to which the leaders so far have declined to return a definite answer.

WHAT'S THE MATTER WITH COOS BAY R. R.?

E. H. Harriman Will Be Asked Regarding Delayed Project by Delegation.

Marshfield, Or., July 24.—For the purpose of determining just where E. H. Harriman stands regarding the long delayed railroad to Coos Bay, a delegation of prominent Marshfield and North Bend men will make a trip to the magnate's summer home, near Klamath Falls, in a few days. The action was decided on at a meeting of the Marshfield chamber of commerce, at which all the commercial bodies on Coos Bay were represented. Following are the men who will visit Oregon's railroad king: Mayor L. J. Simpson of North Bend, C. A. Smith of the C. A. Smith Lumber & Manufacturing company, Mayor E. E. Straw of Marshfield and C. J. Mills, the Coos Bay representative of the Southern Pacific interests.

EXPRESS PAPER PESTERS BANK

Bankers Start Movement to Put Companies Under Banking Laws.

(United Press Leased Wire.) Duluth, Minn., July 24.—Demanding that express companies submit to the regulations of banks if they continue to handle money orders, members of the Minnesota Bankers' association today started a crusade which they hope will become popular throughout the United States. The bankers allege that the express companies as common carriers have no right to do a banking business unless they submit to examinations by the state and federal banking departments. Express money orders sent to the banks to be cashed cause a great deal of trouble and annoyance and this is believed to be the cause of the attack.

At the instance of, and under the patronage of the United States government, Edward R. Squibb established his Brooklyn laboratories in the year 1855. The governments of the United States, England, Germany, France and Russia are today his best customers, and that, too, only because of the unapproachable excellence of the Squibb Product.

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